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Roger Bacon

showed the world, for the first time, the importance of scientific observation and experiment. This remarkable man was born at Ilchester in Somerset in 1214. After studying at the University of Oxford and in Paris and Italy, he eventually returned to Oxford, and became a Franciscan monk in 1251. In an age when "science" was largely synonymous with the alchemists' search for the philosopher's stone and attempts to transmute base metals into gold, Bacon displayed a scientific vision far in advance of his era. He foresaw the possibility of mechanical flight, the use of explosives, the improvement of sight by lenses and the propulsion of ships by engines.

In all his teaching he insisted on the importance of experiment rather than discussion, and on the necessity for first-hand practical experience, particularly of such chemical operations as distillation and calcination. He saw clearly that, without this practical foundation, natural science was little more than a collection of words. One result of his insistence on experiment was to enable him to show that air is necessary to sustain combustion. He has also been credited, but without adequate evidence, with the discovery of gunpowder. Some explosive mixture was undoubtedly known in Western Europe in his time for Bacon complained of the annoyance caused by boys letting off fireworks outside his study. He died on the 11th June, 1292, leaving as his contribution to science a way of thought which still persists all over the world. Roger Bacon, Englishman, may justly be described as the first modern scientist.

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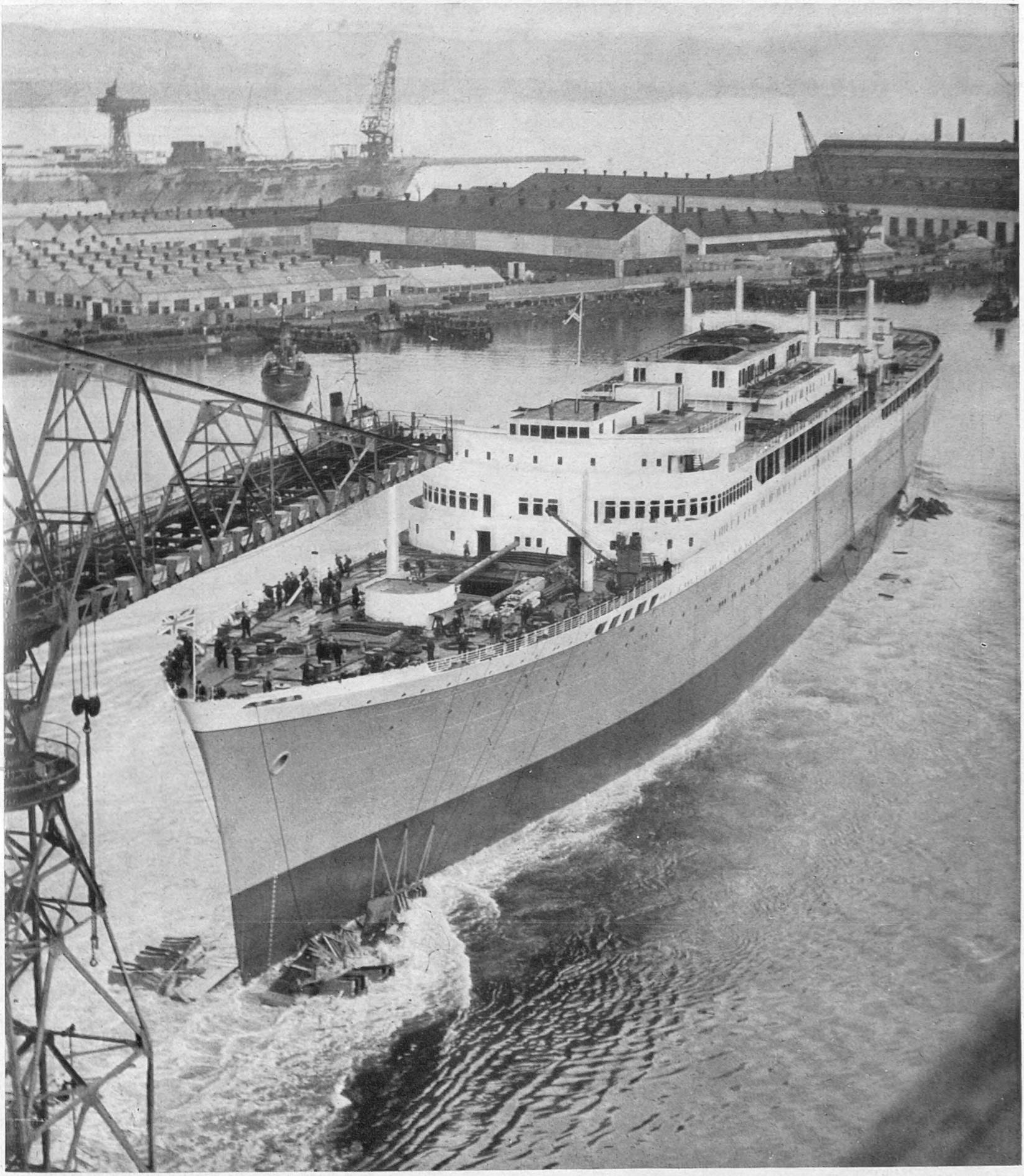
THE SPHERE
With which is incorporated "THE GRAPHIC"
The Empire's Illustrated Weekly



THE LAUNCH OF THE "EDINBURGH CASTLE"—THE 28,500-TON UNION CASTLE LINER ENTERING THE WATER AFTER BEING LAUNCHED BY PRINCESS MARGARET FROM THE BELFAST YARDS OF HARLAND AND WOLFF: This was the first public function performed by the Princess unaccompanied by other members of the Royal Family, and was one of the principal events of her visit to Ulster

This is a time of intense shipbuilding activity in Britain, and last week saw the launching of two great new liners, the 31,000-ton *Orcades* at Barrow and the 28,500-ton *Edinburgh Castle* from Belfast. The *Edinburgh Castle* was named by Princess Margaret, and she then pulled the lever that launched the new Union Castle liner down the ways at the Musgrave Yard. The new ship is a sister-vessel to the *Pretoria Castle*, which was launched from the Queen's shipyard at Belfast last August by Mrs. Smuts using a wireless-impulse system connected with her home in the Transvaal. The two ships are to replace the liners *Warwick Castle* and *Windsor Castle*, of about 20,000 tons each, which were both lost during the war. They will be the largest express liners regularly employed on the South African route, each having accommodation for 750 passengers in the first and cabin classes. On page 100 Princess Margaret is shown launching the *Edinburgh Castle*, and on page 101 are two pictures of the launch of the *Orcades* at Barrow

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A LONDON NEWSLETTER

1, NEW OXFORD STREET, W.C.1.

Mr. Churchill, Conservatives and Coal.—The Conservative Party Conference at Brighton is ancient history now. All the evidence shows that Mr. Churchill's reception in Brighton streets and in the Dome was something exceptional. Brighton treated him almost like a political Messiah. Brighton is very English, but it is not England. The Conservative Party affects to-day to expect, and confidently to face the prospect of, a General Election within a year. Ever since the war ended, I have wondered (and I still wonder) for how many months a Conservative Government, if elected to power, could survive the obstructions of a strong Socialist opposition, and still more the bitter rancour and resistance of a large part of the T.U.C. Until the nation had declared for a return to the rule of Law, that is, to loyalty to elected leaders, be they Ministers or T.U. executives, to the principles of parliamentary government, as it obtains or once obtained in England, to discipline and order, I do not see how a Conservative Government could survive for three months, nor can I see any means of restoring authority to the Government in power, if that Government were intensely unpopular with a large section of the workers in the vital industries, save by some such trial of strength. For that reason, I was interested in a remark let fall by Professor Laski, hinting that Mr. Churchill might have up his sleeve some "secret weapon" to bring out at the appointed time. One assumes that, if the Conservatives came to power, Mr. Churchill would lead them. There is no other figure of comparable size to fill the bill. We do not know what Mr. Laski had in mind, but his hint carries us into the realms of Wellsian fantasy. Yet, in all seriousness, one can think of no other alternative if a Conservative Government, under to-day's conditions, is to maintain law and order and itself in office. Coal is the life-blood and *sine quâ non* of any effort to save us from bankruptcy. And, fantastic as it is to think of, a Wellsian secret weapon with which the Brigade of Guards could, during a total coal strike, charm up the coal from the pits for distribution where it was most needed, appears to me the only hope in 1948 for the survival beyond three months of a Conservative Government returned to power. For the coal has got to come up; the miners can keep it down; and, short of a Wellsian miracle, no other body of men can raise it.

Morrison on Morrison and Manners.—Mr. Morrison (W. S.), M.P., last week urged the ending of class war, malice and hatred. It is no new idea. It is a good idea. "It does not make for good fellowship to have the 'boss class' denounced and to have envy and malice preached. I hope Mr. Morrison (Rt. Honble. H.) will do something to prevent it." We all hope so. It has been the prime failing of many Socialist Ministers, such as Shinwell and Bevan. It is nothing less than party first and country afterwards. But it is more than that, it is such *bad manners*. "What a pity," as Talleyrand said of Napoleon, "that so great a man was so badly brought up."

Public Opinion and "Basic."—We are often told that public opinion, if well organised and sufficiently clamorous, can still move the most dictatorial Government to recant or reverse its unalterable decisions. I can cite a few instances in recent years when public opinion has been so clearly expressed, as a majority opinion strongly held, that it has done the trick. On the other hand, I can recall so many patent grievances clamorously expressed which have failed to move Governments, that I am not convinced of this power of public opinion being stronger than Parliamentary opposition or the power of the Press. The basic petrol ration abolition is a case in point. Opposition by public opinion is being strongly organised and voiced. But the Ministry is, as yet, unmoved. It all depends on the scope of the opposition. Does it come from *all* classes? I should have supposed it did; that the abolition will hit the "workers" not less than the upper and middle classes. A motor-car became in the last decade very much the poor man's economical means of transport to work and his vehicle of recreation. On the other hand, I feel very sure that to reinstate the Basic allowance with a "token" of a gallon or two is a compromise which could not recommend itself to this or any Government. For this reason: that the possession of even one gallon of "basic" would cover the tracks of any holder of "duty" coupons who elected to joy-ride on the latter, and found himself interrogated by the police. I presume that "snooping" *will* be the order of the day after November, much as it was in the war; and no cases in court were more detested by magistrates than were the police efforts to secure a conviction against some hard-pressed farmer who had run a mile off his course to do a deal or get a drink at his favourite pub. No, a token "basic" is not the solution.

HOME FROM THE FAR EAST AFTER EIGHT YEARS—H.M.S. "BELFAST" LYING AT PORTSMOUTH. Relatives going aboard the cruiser to welcome members of the ship's company of 750, which included 150 men who will soon be due for demobilisation under the accelerated arrangements. "Belfast" entered port in mid-October and is now to be reduced to reserve. She was flying the traditional paying-off pendant. Laid down in December 1936 as a vessel of 10,000 tons, she is a sister-ship of the "Edinburgh," which was lost in action during the Second World War. In the background of this picture is the radar training-ship "Boxer," the only vessel in the Royal Navy with four masts. It was announced last week-end that owing to the increased rate of demobilisation the Home Fleet was to be reduced in active strength to five vessels. There is now no operational battleship of the Royal Navy in any part of the world, and Imperial interests will be dependent upon a number of smaller carriers, and cruisers

TO OUR READERS

Beginning with next week's issue (November 1), the amount of paper which THE SPHERE may use for copies for the home market is being curtailed. This is a decision which affects every other periodical throughout Britain. Many of our readers will, therefore, have to go short in future. Representations to the Ministry concerned have proved of no avail.

Thus, two-and-a-half years after the end of the European war, and despite the growing demand for responsible journals which report the development of world events, the policy of the Government with regard to the Press is still one of restriction.

We would urge our regular readers to place firm orders with newsagents to ensure the continuance of their weekly copies; and, where possible, to share them with those less fortunate.

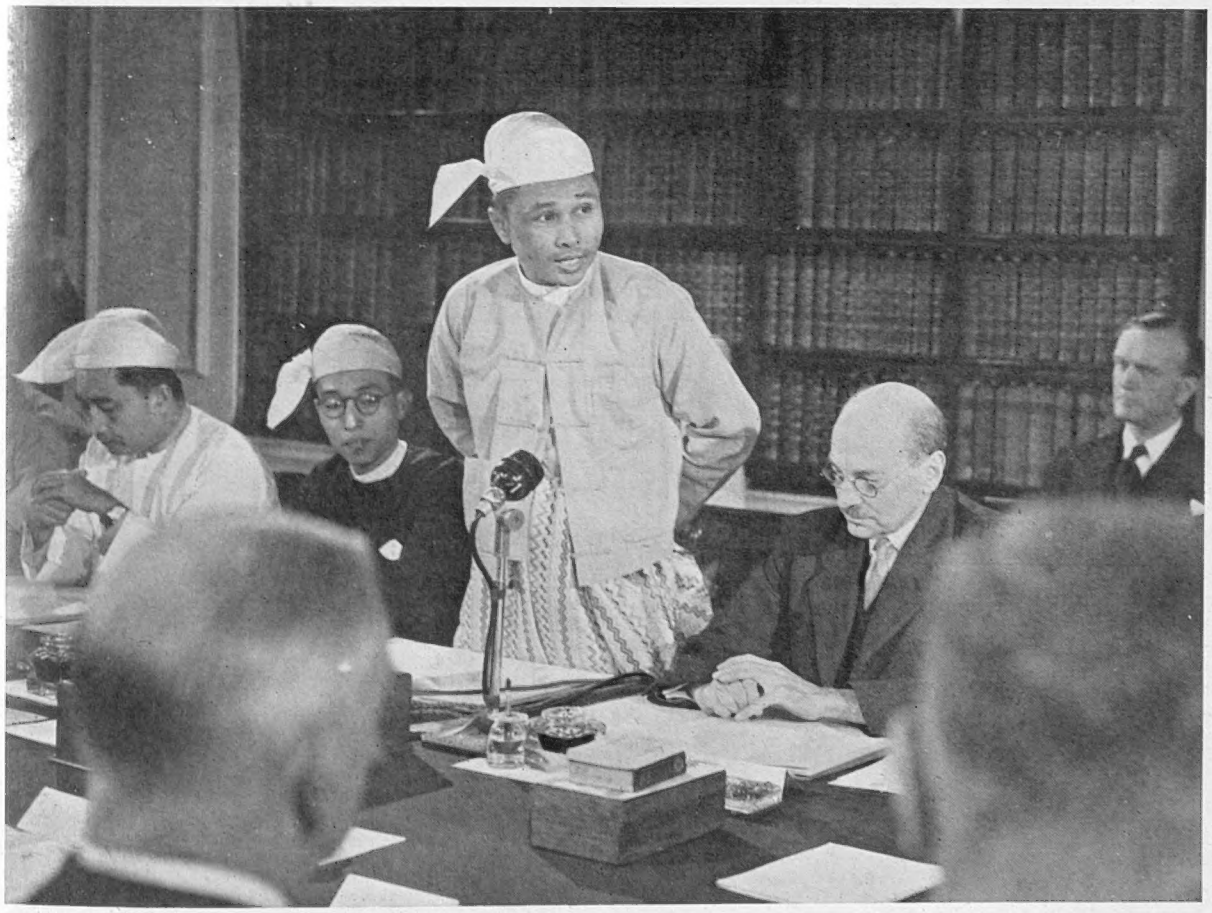
—EDITOR

Bishop Barnes' Book.—Twenty-five years in journalism have taught me one thing: a fan mail is a great asset and comfort. The opposite—a raspberry mail—is irritating or depressing. If you want to acerbate and increase your raspberry mail, write contentiously about religion. I will not do this. Bishop Barnes' book had made a deep stir in ecclesiastical circles, and the Archbishops have made it clear that in their view the author ought to resign his bishopric. What Bishop Barnes has written, with infinite care, represents his honest opinions on the Christian faith at the end of his long career in the Church, but his book contains nothing new. All I venture to record on this matter is the trite observation that this book has none of the novelty of surprise created by Darwin's famous (and once infamous) treatise. Just as Benson's *Dodo* was once a "shocking" book, so was Darwin's theory of human origins, but both are mild enough to-day. Contention begins when the gospel stories of the New Testament are critically examined and in part rejected. And here *my* trouble is to discover precisely how much of them the Archbishops to-day regard as essential belief for a practising Christian. Our ancestors, even to our Victorian grandfathers, found no difficulty in believing that, "calling themselves Christians" and regularly attending Sunday Church and subscribing to the bag on Missionary Sundays, they were a race of men "whose lives were lighted with wisdom from on high," and that a banknote in the bag would help to rescue another benighted pagan to wisdom. *We* have been through two world wars and world revolutions and sore afflictions, and these experiences have shaken the facile pride and the blind faith, easy to our forefathers, in our own God-given wisdom. But it has not shaken the faith of sensible men and women in the value of the example of Christ's life on earth. Never was it so necessary to follow, never were its teachings so essential to be obeyed.

Authentic Relics.—The Scots are great on matters of antiquarian interest and especially on personal relics of their heroes of romance. There must be in existence in the Highlands and Lowlands sufficient authentic personal relics of Prince Charles Edward to furnish, equip and arm the bulk of his followers who fought and bled on sad Drummossie Moor. Nor are the English backward in the business of *authenticating* relics of *their* national heroes. Nelson, to wit. I speak now of what I know. There are dozens of inkstands made from the section of the deck of the *Victory*, stained with Nelson's blood, and his *authentic* swords, dirks, and other personal equipment would compare in number with the Young Pretender's. A very large "line" in these wares was released a few decades ago at the death of a Miss Pamela Hardy who died at Eastbourne. This lady claimed two achievements: 1. That she was descended from an illegitimate son of "Kiss-me" Hardy's youngest brother, John, who lived and died at Portisham, or Possum, in Dorset. 2. That she had acquired through the Hardys a large collection of authentic Nelson relics. Both these claims were complete mare's-nests, which some years ago I was at pains to examine. John bred no bastard, and the Hardys never parted with any Nelson relic (of which they never had many) to anybody by gift, sale or bequest; least of all to Sir Thomas' kin, whom Lady Hardy and her daughters despised. Unfortunately, at Miss Pamela Hardy's death, her fantasies were given credit, and her collection of spurious Nelson relics was acquired by dealers and others, and re-sold or dispersed as *authentic*, and indeed some of them have travelled all over the Empire. And now one or two of them are coming back as generous gifts of revered relics of Nelson from Commonwealth donors, to be preserved in museums in this country. It is embarrassing. In so far as such relics came from the collection of Miss Pamela Hardy, of Eastbourne, they are worse than suspect. They are utterly spurious.

THE OLD STAGER

THAKIN NU, PRIME MINISTER OF BURMA, PUTS HIS SIGNATURE TO THE DOCUMENT IN THE CABINET ROOM AT NO. 10, DOWNING STREET: He is watched by Mr. Attlee, and on the British Prime Minister's left hand are Lord Listowel, Mr. Ernest Bevin, and Sir Stafford Cripps. Lord Listowel, as Secretary of State for Burma, has had the task of paving the way for the Treaty which regulates matters arising out of the transfer of power from Britain to Burma. Burma's Constitutional Assembly has decided that the future of the country shall lie outside the Commonwealth, and that Burma shall be independent



"BOTH SIDES HAVE STRIVEN FOR SOMETHING GREATER AND NOBLER THAN A MERE SETTLEMENT OF POINTS AT ISSUE": These were the words of Thakin Nu (centre, standing), the Burmese Premier, as he addressed the gathering in the Cabinet Room at No. 10, Downing Street, and foreshadowed an era of Anglo-Burmese friendship. On his left hand is Premier Attlee

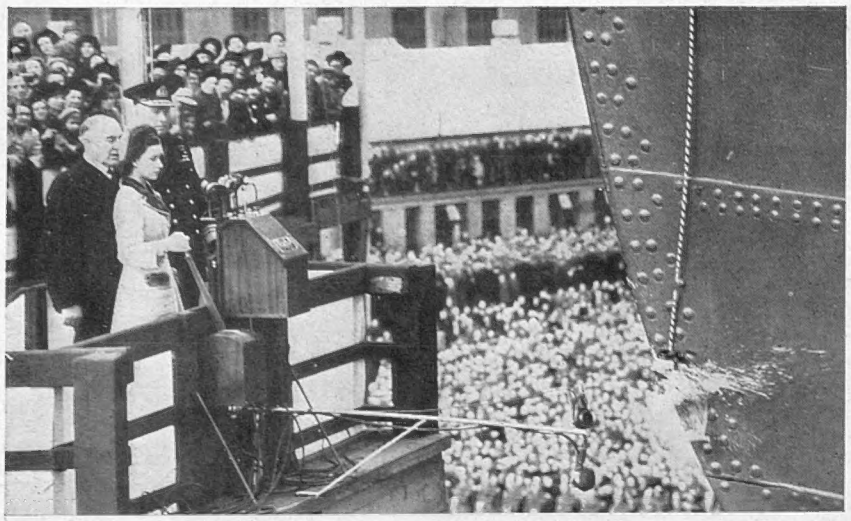
BURMA BECOMES AN INDEPENDENT SOVEREIGN STATE

An Historic Document Signed in the Cabinet Room at No. 10 Downing Street

While U Saw and his associates were standing trial in Rangoon for the political assassinations of last summer—assassinations involving seven Burmese leaders and constituting a large-scale plot to overthrow the Government—Thakin Nu, who survived that deadly purge, came to London last week and, as Prime Minister of Burma, signed the document at 10, Downing Street which paves the way for the creation of the new independent Burmese State. Before the signing of the document Mr. Attlee declared: "This is, I believe, a unique occasion, for the treaty is being signed in anticipation of a transfer of sovereignty which has not resulted from the exercise or the threat of force. It is a voluntary transfer, subject, as the free negotiation of this treaty shows, to no conditions. It will take place in circumstances of the greatest amity and mutual understanding. The Constituent Assembly, representing the people of Burma, have decided that Burma's future should lie outside the British Commonwealth. We are sorry to think that our long associations with Burma as a member of the Commonwealth should now be ending. But this is a matter which is for the decision of the people of Burma. We accept their decision. We know that it is taken in no spirit of hostility or unfriendliness." Replying, the Burmese Prime Minister said both sides had achieved an arrangement which would form a solid basis for Anglo-Burmese friendship. Relations between the two countries in the past were not so happy as they were to-day, but even when Burma strove against Britain, their admiration for the British people as champions of human rights had been always very high

PRINCESS MARGARET GOES TO NORTHERN IRELAND

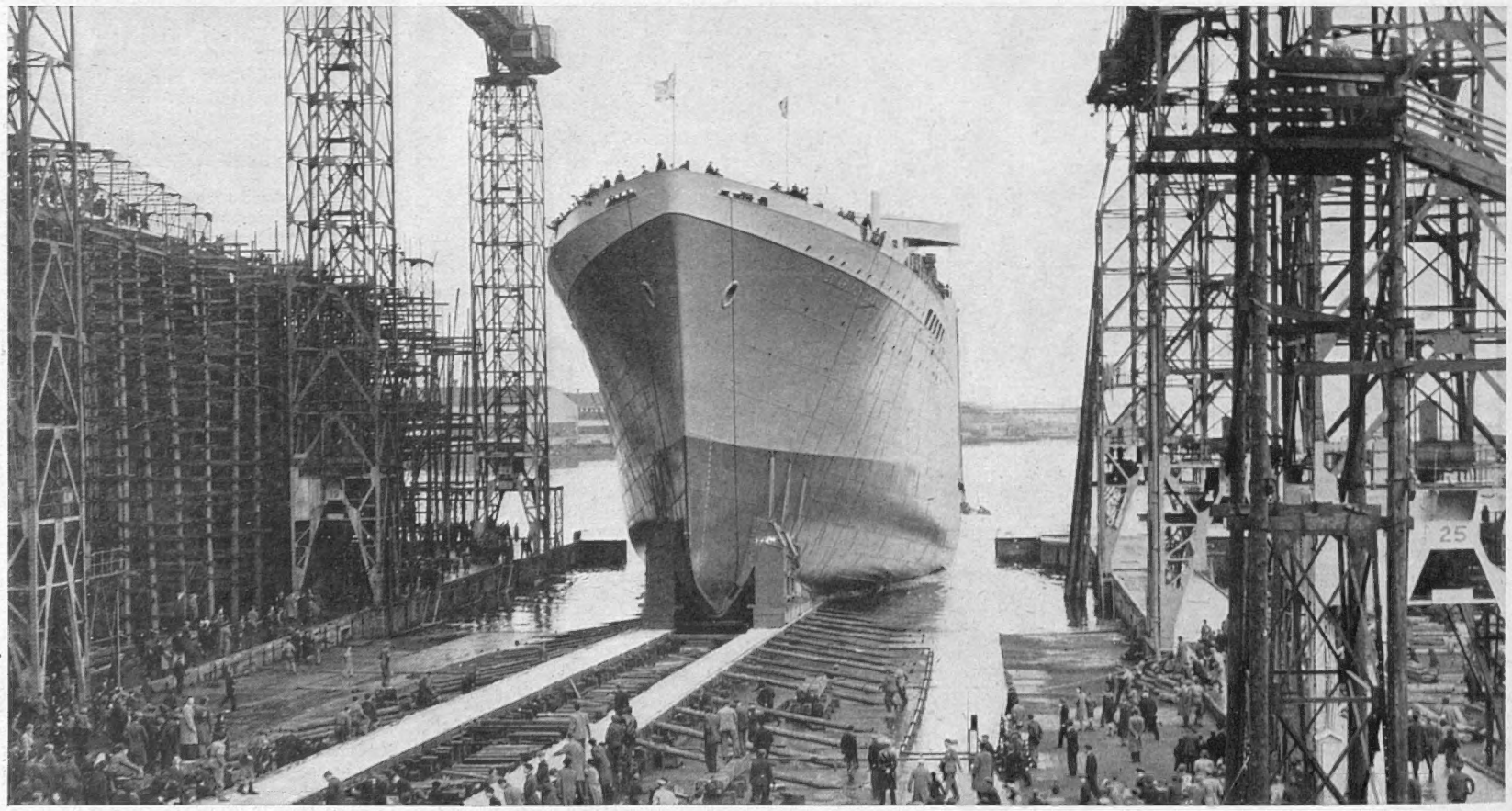
And Launches the New Liner "Edinburgh Castle"



"I NAME THIS SHIP 'EDINBURGH CASTLE.' MAY GOD PROTECT HER AND ALL WHO SAIL IN HER": Princess Margaret at the Musgrave Yard, Belfast, pulls the lever to break a bottle of South African wine against the bows of the new 28,500-ton express liner and to launch her down the ways. The ceremony was one of the principal events of the Princess's visit to Northern Ireland

THE RETURN TO LONDON, AND THE SISTERS ARE REUNITED: Princess Elizabeth accompanying Princess Margaret from London Airport when welcoming her back at the conclusion of her tour of Ulster. Walking with the Princesses on the right is Air Marshal Sir John D'Albiac, who commands at London Airport

THE YOUNGEST APPRENTICE IN THE SHIPYARD PRESENTS A BOUQUET TO PRINCESS MARGARET: Seventeen-year-old Tom Smyth with the Princess on the launching platform at the Harland and Wolff yards. Standing behind the Princess are Sir Frederick Rebbeck, chairman of Harland and Wolff; Sir Vernon Thomson, chairman of the Union Castle Company; and the Earl of Granville, Governor of Northern Ireland



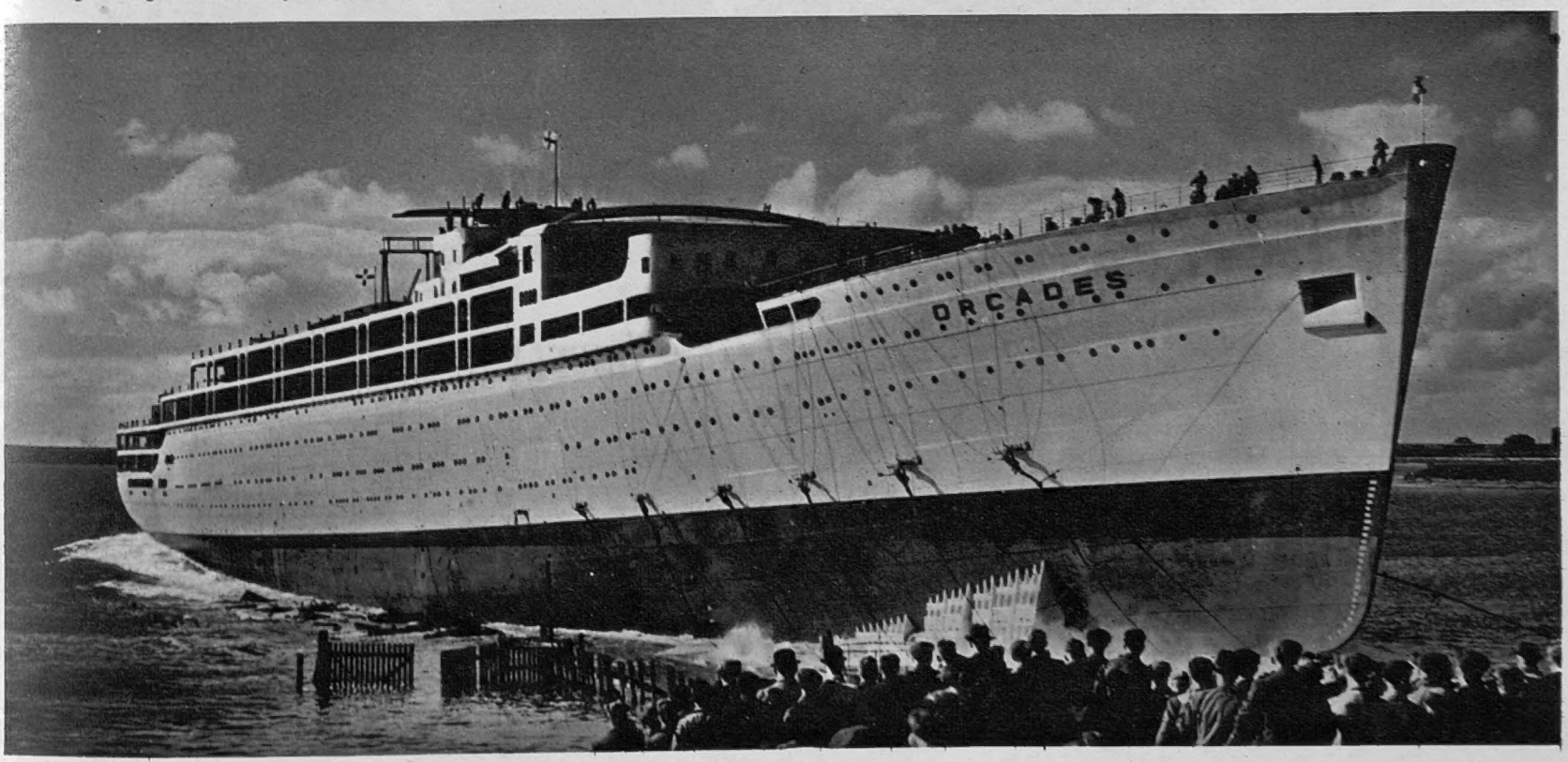
THE "EDINBURGH CASTLE" IS WELL AND TRULY LAUNCHED: The new Union Castle liner leaving the slipways on being named by Princess Margaret. She is the third liner of the same name, the second having been launched in 1910, also from Harland and Wolff's at Belfast. She was a popular ship on the South African route for many years. The first "Edinburgh Castle" was a vessel of 2,600 tons, and was built to the order of Donald Currie, founder of the Castle line. She was one of the first steamers he ordered for the African service. The new liner is a sister-ship of the recently-launched "Pretoria Castle"

THE LARGEST PASSENGER LINER YET BUILT AT BARROW: The 31,000-ton "Orcades" in charge of tugs after entering the water from Vickers-Armstrong's yard and being named by Lady Morshead, wife of Sir Leslie Morshead, of the Orient Line. The "Orcades" was stopped after gliding only 200 ft. from the slipway. Tugs then took her in tow down the Walney Channel, and four hours later the "Orcades" was in her fitting-out basin

The LAUNCH of the "ORCADES"

A 31,000-ton Orient Liner Takes the Water at Barrow

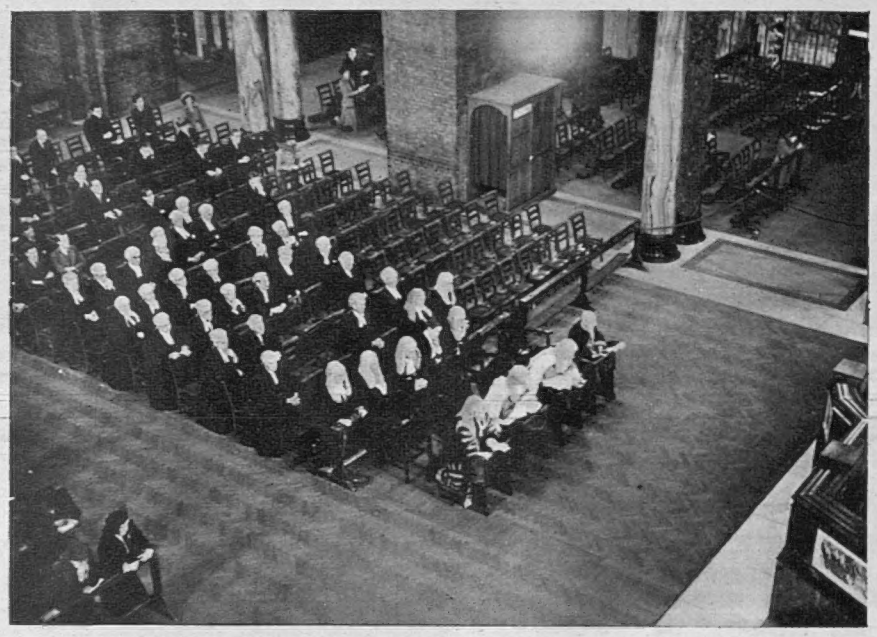
Britain's wartime merchant ship losses need no stressing, but in the heat of battle many a great liner was lost without the fact truly registering in the public mind. One of these vessels was the *Orcades*, a new ship of the Orient Line which had only made her maiden voyage in the late summer of 1937. Now, that war casualty is being replaced by a rather larger liner, and in mid-October the new *Orcades*, of 31,000 tons, left the slipway to the accompaniment of the usual full-throated cheers of the men who built her. As the *Orcades* entered the water work ceased throughout the Vickers-Armstrong yards, and the P. & O. liner *Himalaya*, in a neighbouring berth, was temporarily deserted by her army of riveters. The *Orcades* is to accommodate 780 passengers in the first class and the same number in the tourist class, and she is to carry a crew of 608. The ship's speed is to be 22½ knots, which will enable her to make the passage between England and Melbourne in twenty-eight days, which compares with thirty-six days taken by the ships of the line before the war. She is to have a single, large streamlined funnel and the profile will differ materially from the normal. Sir Robert Micklem, chairman of the shipbuilding company, announces that another ship for the Orient Company, with similar characteristics, is to be laid down on the berth vacated by the *Orcades*



Below—**GLIDING INTO HER ELEMENT: The "Orcades" entering the water from Vickers-Armstrong's yard. She is named after an Orient Line ship lost in the war**

b

THE PROCESSION OF JUDGES LEAVING THE WEST CLOISTER DOOR OF WESTMINSTER ABBEY AFTER THE SERVICE HELD TO MARK THE END OF THE LONG VACATION AND THE OPENING OF THE NEW LEGAL YEAR: At the head of the procession is the Rt. Hon. Lord Justice Wrottesley. The Lord Chancellor attended the Abbey service with the majority of the judges and a large number of King's Counsel, and afterwards they drove to the Law Courts and walked in procession through the Central Hall. While the Westminster Abbey service was in progress some of the judges and King's Counsel attended Mass in Westminster Cathedral



THE MASS IN WESTMINSTER CATHEDRAL: Some of the judges and King's Counsel attended this service, at which Cardinal Griffin, Archbishop of Westminster, was present. Afterwards they joined the judges who had attended the Abbey service and drove to the Law Courts for the Central Hall procession

THE JUDGES OF THE LAND

Open the New Legal Year, and Attend Services at Westminster

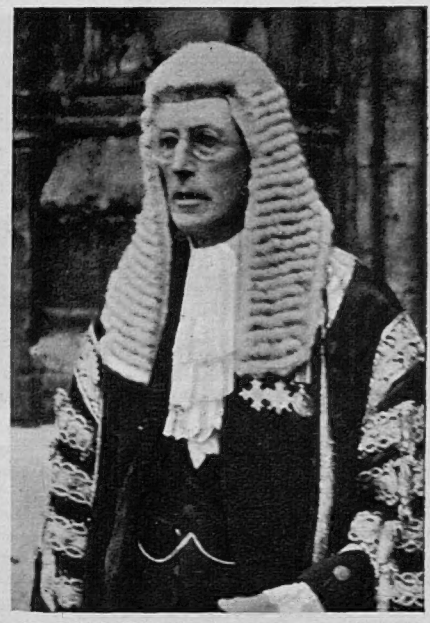
This year, owing to the prevailing need for austerity, Lord Jowitt declared that it would be inappropriate for him to hold the customary reception to mark the start of the legal year. Following the Westminster services the procession through the Central Hall of the Law Courts again took place, however. On these pages some of the outstanding personalities of the Legal world are shown in a series of camera studies taken outside the Abbey

THE LORD CHANCELLOR GREETS COUNTY COURT JUDGES AS THEY LEAVE THE ABBEY: Lord Jowitt (right) with three of the judges. The Lord Chancellor was a resplendent figure in his robes of black and gold

A NEW JUDGE OF THE HIGH COURT: Mr. Justice Streatfield, who has been appointed to take the place of Mr. Justice Macnaghten, who has retired. This picture was taken as he left the House of Lords after being sworn in by the Lord Chancellor. The judge has been Recorder of Hull since 1943 and Attorney-General of the County Palatine of Durham since 1941. During the war he was Assistant Judge-Advocate-General

THE LORD CHIEF JUSTICE LEAVES WESTMINSTER ABBEY FOR THE LAW COURTS: Lord Goddard being escorted to his car following the service. He was created a life peer in 1944, and has been Lord Chief Justice since 1946. From 1932 to 1938 he was a Judge of the King's Bench Division, and after that was a Lord Justice of Appeal and a Lord of Appeal in Ordinary

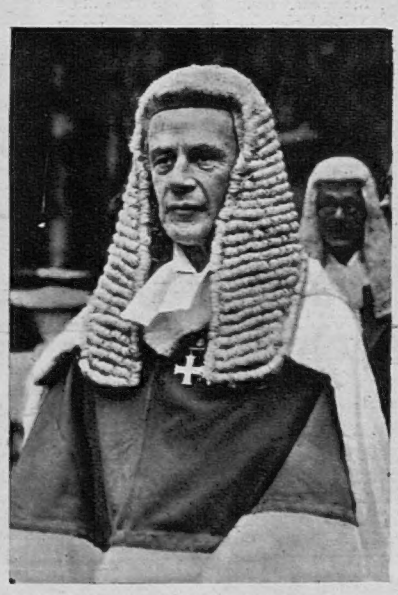
PRECEDED BY THE MACE-BEARER AND THE PURSE OF STATE : Viscount Jowitt, the Lord Chancellor, leaving Westminster Abbey after attending the service and personally greeting all the judges present. Later on in the day the Lord Chancellor took his seat in the Lord Chancellor's Court as President of the Chancery Division. In an address to the judges, he regretted that the manifold duties of his office were such as to render it impossible for him to exercise, except on the rarest occasions, that particular part of his jurisdiction, but he thought it proper that he should take the opportunity of reminding the profession and the public of the position which he held



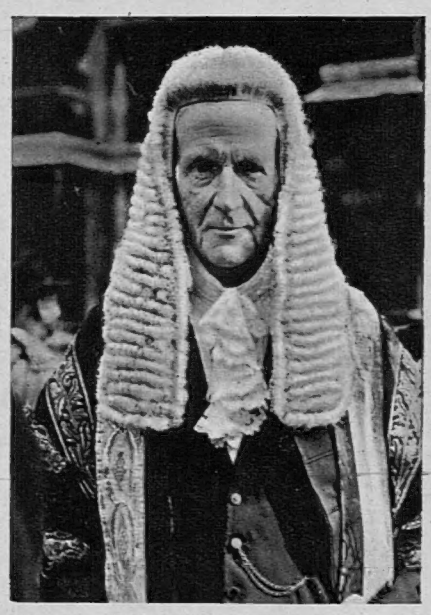
THE PRESIDENT OF THE PROBATE, DIVORCE AND ADMIRALTY DIVISION : The Rt. Hon. Lord Merriman, who has held this much-publicised office for the past fourteen years. He is a former Conservative M.P. for the Rusholme Division of Manchester, and he has been Solicitor-General in two administrations. He took silk in 1919

THE RT. HON. LORD JUSTICE TUCKER : He has been a Lord of Appeal since 1945, and before that was a Judge of the High Court of Justice, King's Bench Division. He is a former Recorder of Southampton and an Honorary Fellow of New College, Oxford. Like so many members of the Bench, Lord Justice Tucker was educated at Winchester

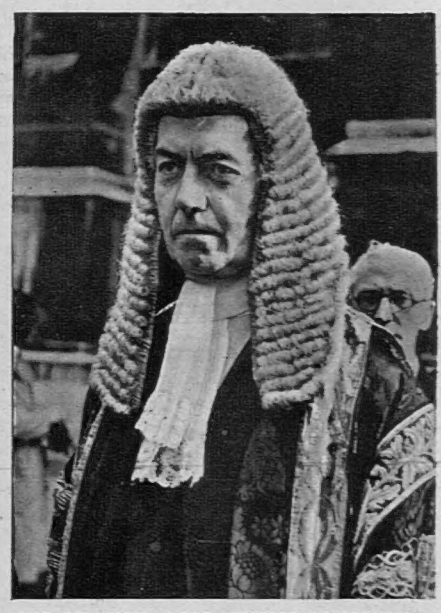
THE HON. MR. JUSTICE HUMPHREYS : He is one of the veterans of the Bench, having been born in 1867 and called to the Bar in 1889. His son is Mr. Christmas Humphreys



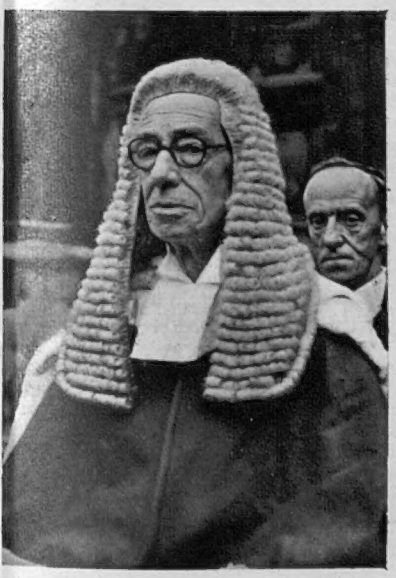
THE HON. MR. JUSTICE PILCHER : He is a keen hunting man and a member of the Beefsteak Club. He became a Judge of the Probate, Divorce and Admiralty Division in 1942



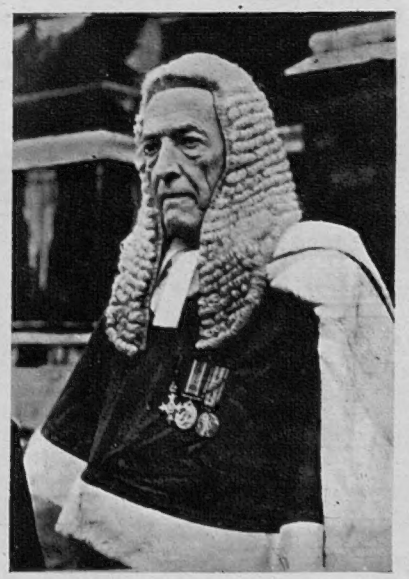
THE RT. HON. LORD JUSTICE SCOTT : He has been a Lord Justice of Appeal for twelve years, and since his Chairmanship of the Acquisition of Land Committee in 1917-19, he has been the leading expert on this subject. During the Second World War he was Chairman of the Committee on Land Utilisation in Rural Areas. For nearly 20 years Lord Justice Scott was Conservative M.P. for the Liverpool Exchange Division



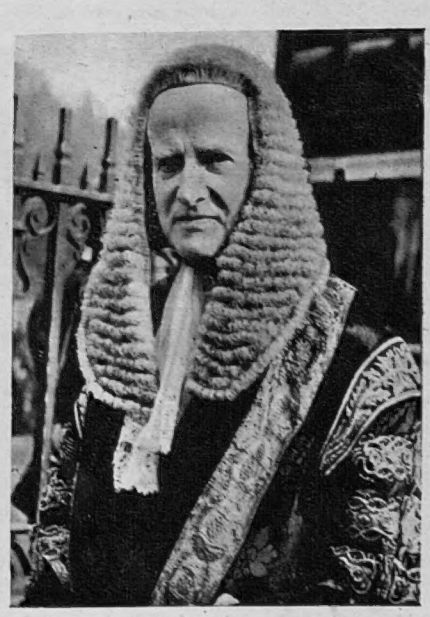
THE RT. HON. LORD JUSTICE SOMERVELL : He was appointed a Lord Justice of Appeal last year, having been Recorder of Kingston-on-Thames for the preceding six years. Lord Justice Somervell has also had a notable political career. He was at one time a Conservative Member of Parliament for the Crewe Division of Cheshire, and he has been Solicitor-General, Attorney-General and Home Secretary. He was Attorney-General, 1936-1945

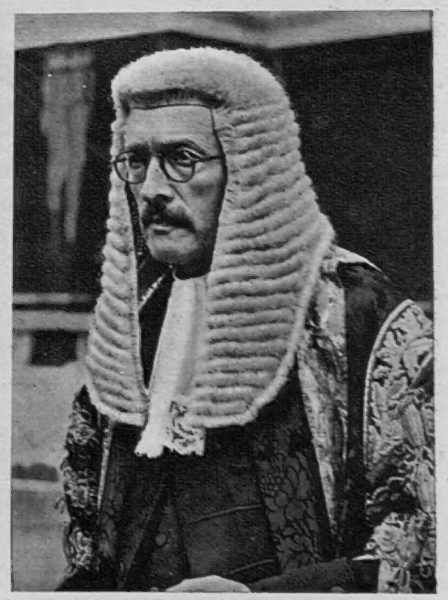


MR. JUSTICE HENN-COLLINS : He was formerly a Judge of the Probate, Divorce and Admiralty Division, and since 1945 has been in the King's Bench Division. His wife is a Lady of Justice of the Order of St. John



THE HON. MR. JUSTICE LEWIS : He is a well-known figure in Welsh legal circles. His father was Bishop of Llandaff, and he has been Chancellor of the Diocese. He became a Justice of the King's Bench in 1935





LORD JUSTICE BACKNELL AND LORD JUSTICE COHEN : Two other prominent leading Justices who attended the Westminster Abbey service. Lord Justice Cohen was appointed last year as Chairman of the Royal Commission on Awards to Inventors. During the war he served in the Ministry of Economic Warfare

IS BORMANN STILL ALIVE?

And Is He the Centre of a Vast German Underground Movement?

By FERDINAND TUOHY

THE various rumblings beneath the German surface are beginning to sort themselves out, even as they were doing about the same elapsed time after the end of World War I. By mid-1921 the Black Reichswehr and the Feme had seized firm holds on Germany east of the Rhine, the former as a re-assembled military corps in defiance of Versailles, and the latter as mobile tribunals meting out justice to "traitors."

The basis of both organisations was the Free Corps, of which there were several in being from Bavaria to the Baltic and from Silesia to the Ruhr. Active membership of this "black" army exceeded 200,000—double the number of the legally-allowed Reichswehr—and to this aggregate was added 100,000 members of the Jungdeutsche Orden (origin of the Hitler Youth) and many thousands of planners and schemers adhering to the "Ring of the Nibelungs," whose members corresponded with one another in code.

Blomberg, Fromm, Jeschonnek, Lindemann, von Bock, Dietl, all to rise to the top under Hitler, were "Nibelungs" at the same time as they were officers of the legal Reichswehr.

If I resuscitate this old history, it is because close comparative attention is being paid to it by investigators in Germany, whose job is that of trying to keep touch with what is going on underground. While it is realised that radically different circumstances preclude the existence of active Free Corps at this juncture, the probability is strong that Nazi and Wehrmacht personalities who escaped the dragnet have reverted, in part at least, to the methods of the early '20's which were to win such a striking success for Von Seeckt, and hastened the advent of National Socialism.

The former Nibelung men may have their counterpart in what is being referred to as "Schweiz." This is believed to be a code name for somewhere else. On the face of it, however, traces of a conducting organisation have led again and again to Switzerland. It would be the most likely place. Many Nazis managed to cross the frontier and are treated as political refugees. The Swiss decline to hand over considerable German assets. And it is comparatively simple for underground organisers to slip over the frontier, do what has to be done in Germany, and slip back again.

The former Bavarian Premier, Dr. Hoegner, claims to have found a list of 400 German democrats on whom a new Feme has passed death verdicts, and asserts that the secret courts have roots alike in Switzerland and Southern Germany, where the general maquis or resistance movement (if it can be called as much at this stage) is still known as "Edelweiss."

"During my stay in Switzerland towards the end of the war," says Hoegner, "it was widely believed that the leaders of the future underground Nazi organisation had been sent to Switzerland and that they started their preparatory work there. I have now much more ground to think that these reports were true. I believe the 'Edelweiss' leaders either reside permanently in Switzerland or withdraw there each time they sense danger on this side of the frontier."

Being high up on that death-list, Hoegner takes the business very seriously. He recalls what happened to Erzberger, Rathenau, and others.

While agreeing that a German underground has begun to take shape, American investigators doubt if Switzerland is the conducting centre of it. They have come upon "Schweiz" rather too readily and think it may be a "blind." The latest occasion was at Nuremberg after Dr. Karl Gebhardt, Himmler's personal physician, had been put in the condemned cell.

A conversation between Gebhardt and American lawyers was recorded in German wax discs, in the course of which the condemned man admitted the existence of a hide-out of high Nazis directing a campaign to turn the German people against democracy and back to the ideology of Adolf Hitler. Gebhardt said he had been in secret communication with the group, which had assured him it would work to show the German people "the true die" of the trials of Nazi war criminals.

As to who was in the organisation, how many, how it was financed—to all such questions the doomed doctor refused to answer. Then why should he have volunteered the remark that it functioned "out of Switzerland"? Those present believe that, here again, "Schweiz" was a code name for the true location of the nerve-centre, which may or may not be Bormann. The number of people in Germany, Allied and German, who still think Bormann to be alive and the lone big survivor does not abate.

Wherever the headquarters, it does seem that an outline of the German underground is slowly being revealed. On my latest visit I heard of several nomenclatures for the first time. Doubtless they are not new, but they were new to me.

Cells of the secret organisation "Block-wacht," or Block-watch, exist not only in the big towns but in lesser provincial centres. This is a revival of the Nazi check on blocks of flats and houses in quest of dwellers who were not toeing the Party line even on the most private occasions.

Then there are the "borers from within" who are among the most potentially dangerous, inasmuch as their goal is to capture control of the democratic institutions which the Western Allies have created. No German is what he seems, and even Military Government knows it has not escaped employing many a Nazi sympathiser if not outright agent. Screening is definitely not enough!

The existence of the "88" has been known for some time and may signify just a general uniting influence or, as some think, the top-notchers. H is the eighth letter of the alphabet. Double it. H H. Standing for Heil Hitler.

EVIDENCE OF GERMAN UNDERGROUND ACTIVITY: Hosts of these leaflets, attacking the occupation authorities and calling upon Germans to sabotage Military Government orders, were recently found in Munich. Part of the translation is as follows: The orders of the Allied Military tyrants bring disaster and destruction on us! The uniformed quartet of scoundrels called Control Council became our tormentor and blood-sucker! Hand in hand with these scoundrels work their German henchmen and hangmen of the type of Pieck, Grotewohl, Hoegner and Auerbach! Political and common criminals rule our country at present! It is the playground for Jews, Niggers, Polish highway robbers and vagabonds. Slavery, lawlessness and starvation have been imposed by a merciless enemy

THE RISING TIDE OF POLITICAL ACTIVITY IN ITALY: Police armed with carbines appearing on the scene to break up a meeting of the Italian Social Movement in the Piazza Colonna, Rome. The meeting of this new Right Wing party, which claims to represent "Fascism by the Left," whatever that may mean, was stopped because police permission had not been sought. The meeting took place on the eve of Rome's municipal elections, and there was an air of great tension throughout the city

Next we come to the Black Eagle. I came across it quite accidentally at Darmstadt. I was talking to an American W.A.C. lieutenant who aids with "German Youth Activities" in the ruined town when she made a gesture of "What can one do?" and mentioned that the children who frequented the American games and crafts centres were always being bullied by Black Eagle youths and girls. She thought it must be the same in other towns in the Zone, and had heard rumours to that effect. She believed Black Eagle covered the wartime Hitler Jugend and Maidens now in course of growing or grown up.

"They wait about and then shake and even beat children as they come out. And their parents are marked down. Some of the bullies may be Communists, but this is not certain. It 's impossible to say, because the children are far too frightened to tell anything. We broke up the Frei Deutsche Jugend, or think we did. What 's the good in chasing names?"

Out of 20,000 in and around Darmstadt who were qualified to use the thirty-three centres, 11,000 did so, and a parents' club and a theatre were the latest additions. But I thought (and the lieutenant agreed) that an absurd mistake had been made in allowing these youth centres to be used by men up to twenty-five years of age. This is now being reduced to eighteen, but the damage seems to have been done already.

Another extraordinary fact I discovered was that the richest country in the world makes no appropriation for these G.Y.A. centres which, nevertheless, constitute the main if not the only vehicle through which the Americans are seeking to re-orientate German youth of both sexes. After all the talk about re-education this seems hardly credible, yet I verified it later with General Clay at Frankfort. America's chief in Germany said that all he got for G.Y.A. was a £2,000,000 p.a. credit from the War Department which expected the Germans to pay it back in due course.

I need hardly insist on the attention the Russians are paying to *their* German youth.

As examples of the penury written all over the American youth centres, it is common to see children fashioning frocks out of dirty green-spotted parachute material, while in one place I saw a small merry-go-round made out of parts of a searchlight. But everywhere there was a superfluity of (apparently unused) left-behind baseball gadgets.

What work the Americans have done with German youth seems to have been left largely to the Air Corps with whom I travelled around, and which is now relinquishing the job, after finding it, no doubt, a heavy burden of responsibility.

So no wonder black eaglets are commencing to show their wings, and red eaglets too. For it needs to be borne in mind that if Swiss sources nourish one side of the German underground (I don't say they do), a second portion is being "worked over" by emissaries of Field Marshal von Paulus's pro-Soviet movement, now stated to have reached Berlin in the form of the Marshal in person. The way for his coming was well and truly prepared by the centres of Soviet culture set up by the Red Army.

A new factor informing the whole of this outline of a German underground has to do with the mounting release of Nazis and Wehrmacht who have been kept a long time because they were adjudged bad cases. In Austria as well as in Germany these tough cases are at once snapped up by what is called in the British Zone the "leadership core" of resistance of between 8 and 12 per cent. of the total population.

The so-called Werewolves take these men to their hearts: "Whenever the police have occasion to check up on a recently-released ex-Nazi, they never find him in the kind of squalor usual to the normal ex-prisoner. He is comfortably lodged, well-fed and decently dressed."

Take the above in conjunction with the following reminder issued not long since by the British, and even the sceptical should agree that there is some very solid ground for comparing immediately oncoming Germany with the days of the Black Reichswehr and the Feme a generation ago:

"It must be remembered that there are many extremely bad men at large in Germany to-day. Many of them are men who have avoided detention or who have escaped from custody to live on the black market.

"These are desperate characters who have no hope for the future in any decent society. Some of the leaders are war criminals who are wanted for crimes against humanity. Others are high-ranking officers of the S.S."

One and all long for war between the Allies because Hitler foretold it would be so if he went under, "bringing down all Europe about his head." That was not wholly an idle threat. When Stalin calls Churchill a warmonger, the answer is—88!

THE SPANISH MARRIAGE

Royalists Forgather in Seville for the Wedding of the Duke of Alba's only Child to the Younger Son of the Duke of Sotomayor

Hitherto only Royal weddings have been celebrated at the High Altar of Seville Cathedral, but the marriage last week of the twenty-one-year-old Duchess of Montoro, heiress of the Duke of Alba, and the son of the Duke of Sotomayor was considered of such significance that an exception was made. Not since Prince Pedro de Braganza married the Princess Esperanza de Bourbon two years ago has Seville witnessed a ceremony of such brilliance. All the great Royalist families of Spain were represented, as also was the Falangist regime by certain of Franco's Ministers and generals, but the Caudillo and his family were not invited. Two thousand invitations were issued to the wedding, which overshadowed the lavish party given by the Duke of Alba to celebrate his daughter's coming-of-age in 1943, and the guests included several of the Duke of Alba's English friends, who journeyed to Seville specially for the occasion.

LEAVING SEVILLE CATHEDRAL AFTER THE WEDDING: The Duke of Alba, former Spanish Ambassador in London and the head of the house of FitzJames, with his only daughter, Cayetna FitzJames Stuart, Duchess of Montoro, and Don Luis Martinez, son of the Duke of Sotomayor, after their marriage. Don Luis, in accordance with Spanish custom, in this case assumes the wife's title. The wedding, conducted upon the most lavish scale, was attended by over 2,000 guests, most of them prominent Royalists. It was regarded as of the deepest significance in Spain, as the bridegroom's father is the head of the household of Don Juan, claimant to the Spanish throne

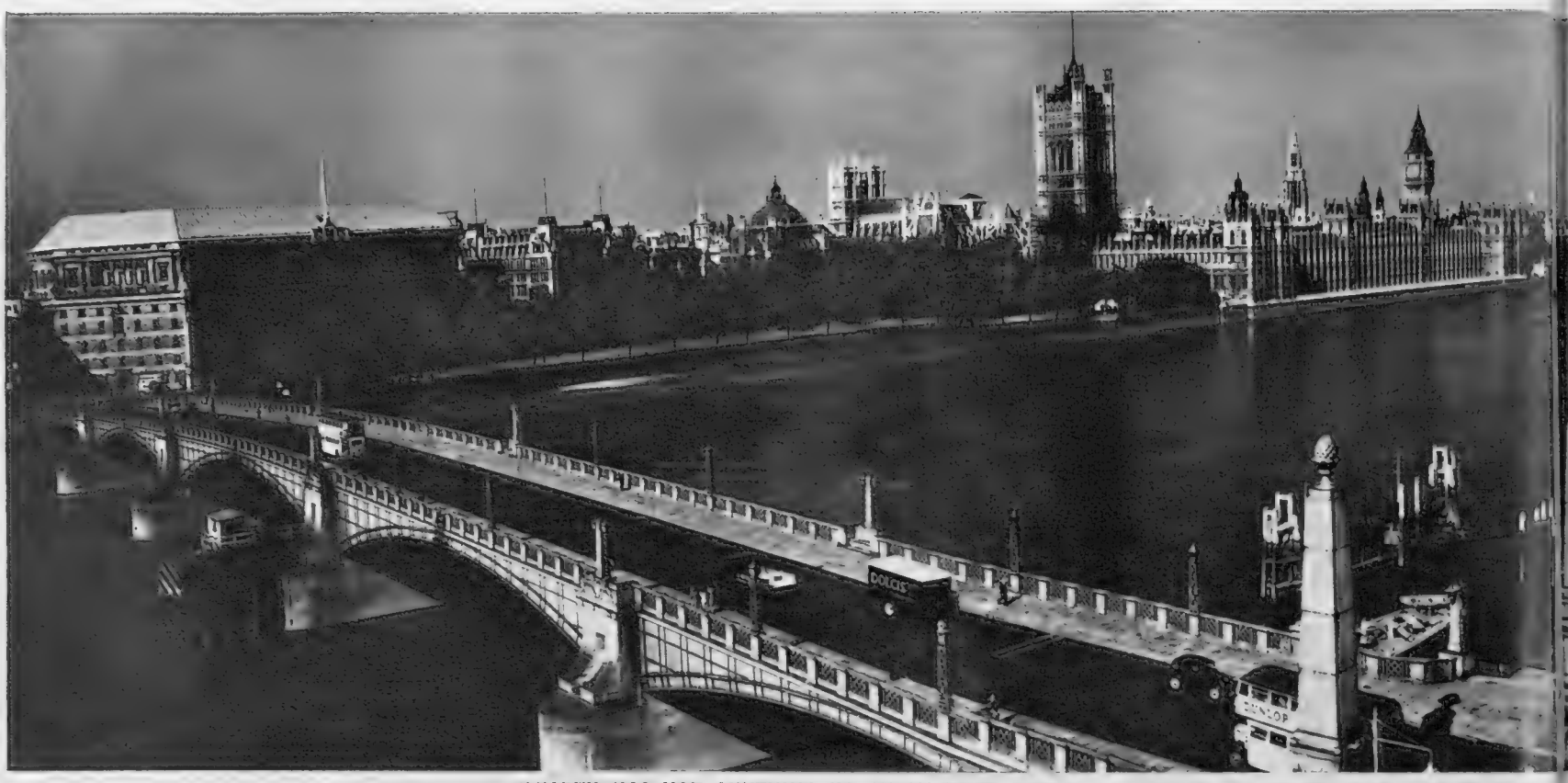
EYES UPLIFTED BEFORE THE HIGH ALTAR OF SEVILLE CATHEDRAL: The Duke of Alba, the bride and bridegroom, and the Duchess of Almodovar, representative of Don Juan, claimant to the Spanish throne, standing together during the marriage ceremony. The Duchess of Montoro is twenty-one and the groom, now Duke of Montoro, is twenty-seven

THE UNION OF TWO ARISTOCRATIC HOUSES: The Duchess of Montoro and Don Luis, younger son of the Duke of Sotomayor, leaving Seville Cathedral. The bride wore a £12,500 gown of white satin and old lace copied from the wedding dress of the Empress Eugénie, Consort of Napoleon III. The Duchess's veil was of tulle

GIFTS POURED IN FROM THE LEADING FAMILIES OF WESTERN EUROPE: Some of the wedding presents laid out for the reception, which was attended by over 2,000 guests

THE FATHER OF THE BRIDE AND THE MATRON OF HONOUR: The Duke of Alba and the Duchess of Almodovar, representing the wife of Don Juan, outside Seville Cathedral after the ceremony. The Duke is a descendant of a natural son of James Stuart, Duke of York

THE BRIDE'S TRAIN WAS 15 FT. LONG: The scene before the High Altar of Seville Cathedral as the young Duchess of Montoro and Don Luis were received in marriage. The Matron of Honour, the Duchess of Almodovar, is standing on the bride's left hand, and the Duke of Alba is kneeling on the bridegroom's right hand



LONDON
AUTUMN, 1947

The Metropolis from Lambeth to St. Paul's; Repairing the Scars of War in the City

"EARTH HAS NOT ANYTHING TO SHOW MORE FAIR"—THE SWEEPING PANORAMA FROM LAMBETH BRIDGE remarkable picture of Central London, taken from just SPELL OF BRILLIANT AUTUMN WEATHER: This white stone facings of the buildings picked out in dazzling white. On the left is part of the great Millbank block, and in the foreground on the right is Lambeth Palace. Both Lambeth Palace and the Houses of Parliament were big sufferers during the blitz, but in this view they show no signs of their grievous scars. Behind Lambeth Palace is St. Thomas's Hospital, whole blocks of which were also bombed. Lambeth Bridge, in the foreground of this picture, was completed early in the '30's. It now carries a very full weight of traffic during the rush hours

MODERNITY IN A WORLD OF DEVASTATION: The newly-opened Market Buildings, which are providing accommodation for about forty firms in the City

THE FIRST LARGE BLOCK OF OFFICES TO BE REBUILT IN THE CITY SINCE THE WAR: Market Buildings, between Mark Lane and Mincing Lane, were burnt out during the incendiary blitz on May 10, 1941. Now they have been restored, and stand alone in a badly blitzed area. *On right*—A general view of the area of Market Buildings, showing some of the desolated sites

It was at the corner of Mincing Lane and Fenchurch Street that Bella Wilfer waited in the canary-coloured chariot while her father got leave of absence to dine with her in Greenwich, and it was with the firm of Chicksey, Veneering and Stobbles near the same spot that Mr. Wilfer was employed. To-day there is nothing left of that Dickensian scene, well known to admirers of *Our Mutual Friend*, for the Luftwaffe wiped out this area in the spring of 1941. Now a new and modern business section is planned, and Market Buildings, forerunner of many more modern blocks of offices, have now been opened and received a civic blessing. At the luncheon held to mark the reopening of this fine new block, Sir Bracewell Smith, the Lord Mayor of London, declared that the City had by no means lost all its rights of control over its area, and indicated that similar building enterprises would be widely welcomed in the future

TO THE PINNACLE OF ST. PAUL'S SEEN SHORTLY AFTER MIDDAY DURING THE RECENT beyond the vantage point which inspired Wordsworth to immortal verse, shows the

SHORTLY TO UNDERGO A VAST TRANSFORMATION: St. Paul's Cathedral and Ludgate Hill viewed from Fleet Street. In this area of much bomb damage it is planned to create a formal approach to the Cathedral, and the main stream of traffic will be carried along new roads to the east and west of the precincts. This will do much to minimise congestion at this busy intersection, and it will lend an added dignity to St. Paul's. The area beyond the railway bridge on both sides of Ludgate Hill suffered badly during the blitz. No rebuilding has yet been done

A GLIMPSE OF LONDON IN THE CONCRETE AGE: Brettenham House, a vast block of modern offices towering above the northern approach to Waterloo Bridge. At this point the bridge crosses the embankment

A DRAMA OF THE HIGH SEAS THAT HAD A HAPPY ENDING—HOW THE "BERMUDA SKY QUEEN" MADE AN OCEAN DESCENT IN MOUNTAINOUS SEAS AND HER SIXTY-TWO PASSENGERS AND CREW OF SEVEN WERE RESCUED BY THE AMERICAN WEATHER SHIP "BIBB": This picture was taken from the air by a passenger in a transatlantic air-liner, and shows how near the "Sky Queen" taxied to the weather ship after she made her landing on account of failing fuel supplies. It was twenty-four hours before all the clipper's passengers could be put aboard the "Bibb," and the battered aircraft was then sunk by gun-fire from the weather ship

Foreign News in Pictures

THE "BERMUDA SKY QUEEN" RESCUE

Paris on Strike: Franco and Cervantes: Militant Arabs: Holland's Princess Regent

The policy of planting weather ships at strategic points throughout the North Atlantic to act as navigational aids and to take part in air-sea rescue work has been speedily justified by the dramatic rescue of the passengers and crew of the Boeing flying-boat *Bermuda Sky Queen*. The story is in many ways reminiscent of the celebrated *Volturno* affair, when wireless for the first time brought merchant ships to the rescue of one of their number in distress. The *Bermuda Sky Queen*, it appears, was running out of petrol due to headwinds on the way from Shannon, Eire, to Botwood, Newfoundland, and it was then that her skipper decided to land on the sea and taxi to the weather ship *Bibb*. In mountainous seas he made a perfect landing, and then followed hours of drama while rescue crews from the *Bibb* took off the stranded passengers, including many women and children

IN THE STRIKE-BOUND CITY OF PARIS: A truck loaded with passengers outside the St. Lazare Station, when many such means had to be improvised to get citizens to work. The transport strike, affecting the Underground and the bus services, was due to the activities of the breakaway union of Metro drivers, which has been proclaiming loudly against the majority unions. The Government attempted to improvise substitute methods of transport, the Army providing 400 lorries in the first twenty-four hours of the strike

UNITS OF THE BRITISH MEDITERRANEAN FLEET REASSEMBLE AT MALTA: Vessels in Sliema Creek after the completion of their recent cruise in the Western Mediterranean. Malta has of recent days been a hive of activity. Among incoming ships have been the 10,000-ton British cruiser "Belfast," on passage home from the Far East and flying her paying-off pendant, and the 6,000-ton Argentine cruiser "La Argentina," which has been showing the flag in French, Italian and Turkish waters

A REMINDER OF THE EARLY DAYS OF PAN-ARAB UNITY: Key men of the Arab Higher Committee at a field day of the Nejada, the Arab Defence Forces, during the Palestine troubles in 1938. Now the Committee plays an even more dominant role in Near Eastern affairs, and recently the Council of the Arab League recommended that Arab States should take military measures along the borders of Palestine in the event of Britain withdrawing her forces. The Arab League has been in Council of recent days in Beyrout and has come to a series of decisions involving military co-operation as a basic element of the League. Under pressure of events the League has been reborn in this sense, and it is possible that the League may consider the appointment of a Commander-in-Chief

THE CAUDILLO ATTENDS AN HISTORIC GATHERING AT ALCALA DE HENARES: General Franco, head of the Spanish State, watching university members receive their degrees when visiting Alcala University on the occasion of the fourth centenary of the birth of Cervantes. The celebrations were of an elaborate character, and during the day new Doctors of Science and Political Economy were created. Cervantes was born at Alcala in October 1547 and died in Madrid on April 23, 1616, the day that is also associated with the death of Shakespeare

KING CAROL AND MADAME LUPESCU ARRIVE IN LISBON : The exiled King of Rumania and his wife acknowledging greetings on their arrival from Rio de Janeiro in the Argentine ship "Juan de Garay." Madame Lupescu, who was reported earlier in the year to be in the last stages of pernicious anæmia, appears to have made a remarkable recovery. It was at the time of her illness that her marriage took place to the ex-King, and he is said to have conferred on her the title of Elena Princess of Rumania. The wedding ceremony took place at her bedside in the Copacabana Hotel, Rio de Janeiro

THE ALLIED CONTROL COMMISSION LEAVES SOFIA : General Cherepanov, Deputy-President of the Commission, shaking hands with a Bulgarian Minister on his departure from the capital. Other Soviet members of the Commission had already left. The Bulgarian Peace Treaty was signed in Paris on February 10 of this year, and on the following day the British Government accorded the Bulgarian Government *de jure* recognition. The recent hanging of M. Petkov, the Agrarian leader, would appear to indicate that political freedom in Bulgaria is as far off as ever. General Cherepanov refused to admit British and American observers to the trial on the grounds that it was derogatory to Bulgarian sovereignty. General Cherepanov's whole attitude was obstructive, making it impossible for protests to be heard

AFTER A BOMB HAD BEEN THROWN INTO THE YARD OF THE UNITED STATES CONSULATE IN JERUSALEM : The bomb blew in the door of the Consulate and damaged the roof, flying glass slightly injuring two persons. A member of the Palestine Police and members of the Consulate staff are seen making an investigation after the explosion. This was the third foreign Consulate to be attacked within the space of a few days. Arab extremists were probably responsible, and all three outrages probably reflect the Arab attitude towards the United Nations Committee on Palestine, which has lately completed its investigations. The Arab viewpoint is that the Commission was biased in its whole approach to the Palestine problem

TAURUS IN THE ASCENDANT—TURNING THE TABLES ON A TOREADOR : This dramatic action picture was taken in the Lisbon arena when Ortega, one of the best-known bullfighters, was pursued and wounded by a maddened bull. Ortega had just attempted to place a pair of banderillas, the barbed darts of the bullfighter, in the shoulders of his victim. After this Ortega would have executed the pass of death. The bull, however, turned on its tormentor, and it is seen inflicting a deep wound on the flying toreador. On the left a colleague is waving the red cape in the hope of diverting the bull's attention. Ortega was not fatally injured, and is making a fair recovery

PRINCESS JULIANA TAKES THE OATH AS REGENT OF THE NETHERLANDS : The Princess with hand uplifted as she read the document at a ceremony in the historic Hall of the Knights at The Hague. The Princess Regent occupied a throne to one side of the Queen's throne, and it was made known by the two chambers of the States General that the present decree shall end on December 1, 1947. High officers of the Army, Navy and Air Force were present for the occasion, as also was Cardinal de Jong, Archbishop of Utrecht

THE PRIMATE PRESIDES AT THE CONVOCATION OF CANTERBURY : Dr. Fisher in thoughtful mood at last week's meeting, when he took upon himself the task of rebuking the Bishop of Birmingham, Dr. Barnes, concerning his recent book *The Rise of Christianity*. Speaking in full Synod, the Archbishop declared that he had been shocked by the book, and added : " If his views were mine, I should not feel that I could still hold episcopal office in the Church." In the afternoon Dr. Barnes made his reply to the Archbishop of Canterbury, and was heard in silence by the Upper House. On leaving the meeting Bishop Barnes declared : " There is no question of my resigning my bishopric. I am not resigning "

SHOULD SUCH A FAITH OFFEND ? Dr. Ernest William Barnes, third Bishop of Birmingham, whose latest book " The Rise of Christianity " has drawn down upon him the rebuke of Dr. Fisher, Archbishop of Canterbury. The fact that the rebuke was delivered before the Convocation of Canterbury, the Parliament of the Church, when it met in session at Westminster last week, gave it added force and significance. Dr. Barnes was born on April 1, 1874, and educated at King Edward's School, Birmingham, and Trinity College, Cambridge. From 1918 to 1924 he was Canon of Westminster, and in the latter year was consecrated Bishop of Birmingham when Ramsay MacDonald was Prime Minister. He has written widely on the relationship between religion and science, and his celebrated sermon " Should Such a Faith Offend ? " made him the centre of controversy

THE DEAN OF ST. PAUL'S AT THE MEETING OF THE LOWER HOUSE : Dr. Matthews is undoubtedly the most prolific of all church writers to-day. His has largely been the philosophical approach to theology, whereas Dr. Barnes has ranged repeatedly into somewhat perilous fields of scientific study

THE PRIMATE REBUKES BISHOP BARNES

In a Spirited Debate at the Convocation of Canterbury, the Parliament of the Church

The Rt. Rev. Ernest William Barnes, Fellow of the Royal Society and Doctor of Science, who has written, spoken and preached for half a lifetime on the relations between scientific theory and religion, has aroused in the past both fierce opposition and energetic approval. Last week the opposition of his fellow-churchmen came to a head at the Convocation of Canterbury, for nothing could have been more outspoken than the Primate's attack on the Bishop of Birmingham's new book *The Rise of Christianity*. " In many respects the book so diminishes the content of the Christian faith as to make the residue inconsistent with the Scriptural doctrine," was one indictment by Dr. Fisher, and he followed this up by saying that the distress and indignation caused to Churchmen was due not so much to the conclusions reached, as to the fact that they should be published by a Diocesan Bishop holding office and jurisdiction in the Church. No less outspoken was the Primate's remark that " If his views were mine, I should not feel that I could still hold episcopal office in the Church." Later in the day Dr. Barnes replied to Dr. Fisher's rebuke, but he made it plain that he had no intention of resigning from the see of Birmingham

THE PROTAGONISTS FACE EACH OTHER ACROSS THE COUNCIL TABLE—DR. FISHER, ARCHBISHOP OF CANTERBURY, AND DR. BARNES, BISHOP OF BIRMINGHAM, AT THE CONVOCATION OF CANTERBURY: The Primate is seated in the high-backed chair on the left, with the Bishop of London on his right. The Bishop of Birmingham is directly opposite (second from right). The Convocation of Canterbury, in common with that of York, is older than Parliament itself, and still plays an important part in the Constitution. Edward III wanted the clergy to sit in Parliament, but they preferred to meet separately. Whenever Parliament is summoned, prorogued or dissolved, the Archbishops take a similar course with Convocation within their own provinces. Convocation is constitutional adviser of the King in spiritual and ecclesiastical matters; it has the right of direct access to him. In the Upper House sit the archbishops and bishops; in the Lower are deans and archdeacons of every cathedral, the Provost of Eton and proctors elected by the Diocesan clergy

HEARING DR. BARNES MAKE HIS DEFENCE: In the high-backed chair is the Archbishop of Canterbury. In the foreground is the Bishop of London

PRESIDING AT THE OPENING OF THE CONVOCATION AT CHURCH HOUSE, WESTMINSTER: Dr. Fisher, Archbishop of Canterbury and Primate of All England, seated between the Bishop of London and the Bishop of Winchester. It was shortly after this picture was taken that the Primate delivered his attack upon Bishop Barnes

"THE SPENDTHRIFT WIFE," BY CORNELIS TROOST: This is a scene from the comedy *De Quistpenning*. A frivolous young wife sells the newly-bought possessions in order to continue her extravagance; the old husband, disguised as a Jewish merchant, catches her in the act. The picture gives an extensive representation of fashionable objects of virtu in mid-eighteenth-century Holland, and is perhaps the most outstanding canvas in the Exhibition of Dutch Conversation Pieces at the Allied Circle, the inauguration of which coincided with "Netherlands Fortnight." The artist, Cornelis Troost, is one of the best-remembered Dutch painters of the eighteenth century

"MEMBERS OF A HAARLEM CLUB OF ARTISTS": A conversation piece by Wybrand Hendriks, one of the outstanding exhibits at the Exhibition of Dutch Conversation Pieces. The picture includes a self-portrait of the artist, who is shown on the extreme right wearing a beaver hat. Hendriks was born in Amsterdam in 1744

A London Exhibition of

DUTCH CONVERSATION PIECES

Marks the Opening of "Netherlands Fortnight"

The conversation piece, more than any other painting, reflects the way of life of a nation, and it is therefore wholly appropriate that a group of Dutch conversation pieces should have been brought together at the Allied Circle, 46, Green Street, London, W., to mark the inauguration of the "Netherlands Fortnight." The opening was attended by Prince Bernhard of the Netherlands, and the exhibition was opened by the Netherlands Ambassador. All who have seen these pictures grouped together for the first time have been struck by the manner in which they reveal similarities between the Dutch and English ways of life in the eighteenth century. There is the same love of home life, of comfort rather than ostentation, the pride in solid and well-designed furniture; the love of books, animals, trees and flowers; and all this despite the fact that the histories of the two nations had run such a differing course. Fourteen artists are represented in the exhibition, and there are twenty-one canvases

"THE FAMILY OF THE MENNONITE MINISTER, JAN BRAK": It is the work of Tibout Regters, who, more than any other Dutch artist, specialised in conversation pieces, and it has been lent to the exhibition by the Rijksmuseum, Amsterdam

"JACOB FEITAMA AND HIS WIFE": Another example of the art of Hendriks, who so ably conveyed to his canvases portraits of the well-to-do citizens of Haarlem. This example is dated 1790, some fourteen years after Hendriks had moved from Amsterdam. Hendriks was at one time Keeper of the Teyler Art Cabinet at Haarlem

"JACOB VAN KRETSCHMAR," BY TETHART PHILIP CHRISTIAAN HAAG: The picture, lent to the present exhibition by a descendant of Jacob van Kretschmar, shows him in front of his regiment. Haag was really the Munnings of his day, excelling in painting horses with and without their riders. He was a son of J. F. C. Haag, Court painter to William IV of Orange. As a boy he was lackey to Princess Carolina, sister of William V, and later he was appointed Keeper of the Pictures to William V

"THE OYSTER-EATERS," BY JOHAN MAURITS QUINKHARD: This is one of the earlier works at the exhibition, being signed and dated 1735. Quinkhard was born at Rees, Germany, in 1688. He painted allegorical and mythological subjects, but was also a prolific portraitist

"THE VAN BREUGEL FAMILY," BY JACOBUS VRIJMOET: Colonel Charles Rey de Carles and his wife, Eva Burman, are seen with the children and grandchildren of her first marriage at their country house, Reyshof, near Tilburg. The picture is signed and is dated 1786

"THE ART LOVERS," BY NICOLAAS MUYS: This canvas, lent by the Boymans Museum at Amsterdam, shows the artist with his sister and with his brother Robert, the engraver. It is signed and dated 1779. Muys, born at Rotterdam in 1740, was in his day the leading figure-painter in the city. He received his training from his father and also from Schouman at The Hague, where he studied animal painting

THE COCKLE WOMEN GO OUT TO WORK : Armed with rake and sieve, and with rubber-tyred carts and pack donkeys to bring back the catch, the women of the Gower coast set out for the Llanrhidian sands to search for cockles left by the tide

MRS. MARGARET PHILLIPS STARTED GATHERING COCKLES WHEN SHE WAS SEVEN YEARS OLD : She is now over seventy and still rides out every day across the Llanrhidian sands

COMPLETE WITH DONKEYS, SIEVES AND RAKES : Sis Bennett, Annie Eynon, Ann Davies and Ann Hughes riding across the Llanrhidian sands. Most of the cockle-gatherers now use ponies and carts, but these four much prefer the sure-footed pack donkey

THE TIDE GOES OUT, AND SO DOES MRS. EYNON : With a sieve on her head and a basket in her hand, she sets out for the cockle-beds

THE COCKLE WOMEN OF GOWER

An Ancient Industry on the Llanrhidian Sands, South Wales

Atlantic winds sweep the desolate sands of Llanrhidian on the Gower coast of South Wales, but every day hundreds of local women set out in the wake of the ebbing tide with rakes, sieves, baskets and sacks, and riding on their donkeys or in their pony-carts, to gather the cockles left behind on the shore. This is one of Britain's biggest cockle centres, rivalling Leigh, on the Thames Estuary, and the families who work the cockle-beds have done so for generations.

In many ways it is a hard calling, and the fact that the area has still live shells and bombs upon it, relics of the war years when the sands were a military training-ground, makes conditions additionally difficult.

There is now a rumour among the cottages that fringe the shore that a Government cleansing station is to be set up. To these hardy folk individuality means almost as much as cockles, but it is not likely that they will oppose a scheme which will raise the prestige of their industry. The cockle, delicacy though it may be, has always been a suspected element in the spread of typhoid, and an official cleansing centre would certainly make the delicacy acceptable among a wider circle. The cockle is able to burrow in the sand and it has a "foot" enabling it to jump a few inches. With the help of a sieve and rake, cockles can be collected in large numbers

On right—**ON THE ROAD TO THE SEA : Two cockle-gatherers ready for the day's work, which begins with the ebb tide**

AMID THE SLAG-HEAPS OF MERTHYR TYDFIL: The new Triang toy factory has been built in this centre of the coal industry with the object of lessening Merthyr's dependence upon the prosperity of the pits and to give much-needed balance to the industrial activities of the town

IN A SWANSEA TOY FACTORY: Working power-presses which stamp out metal toy parts. Swansea, badly hit in the blitz, will benefit vastly from new industries now being established

MAKING SOUTH WALES LESS DEPENDENT ON KING COAL

Establishing New Industries in One of Britain's Former Distressed Areas

A CENTRE OF THE RADIO INDUSTRY: The Murphy factory at Hirwain, near Merthyr, gives a new kind of employment to many hundreds of folk whose whole lives have hitherto been dependent upon the coal industry and its satellite, steel

THE MURPHY RADIO FACTORY AT HIRWAIN, NEAR MERTHYR: Young women, together with men who have been disabled in the pits, working in the assembly shop at Murphy's

NYLONS AT PONTYPOOL AND AN AIRCRAFT WORKS AT MERTHYR: Two more factories which are playing their part in the reorientation of Welsh industry. The British Nylon Spinners factory (*left*) covers nearly 1,000,000 square feet and is expected to employ nearly 2,000 people. The factory is situated in open country not far from Pontypool. *Right*—The factory of Teddington Controls at Merthyr, showing workers' homes which are also going up in the vicinity

When the pioneers of the Welsh coalfield sank their pits they were followed in due course by a highly-geared steel and tin-plate industry, but there the industrialisation came to an end. As a result, South Wales became wholly dependent upon the prosperity of King Coal and its satellites. When times were good in the pits, and Spain, France and South America were buying the best steam coal, there were no complaints. But just before the First World War labour troubles paralysed the coalfield, and, except for the war years, when the miners were paid as never before, the prosperity of the pits went into a steady decline. Foreign markets fell away and the French-financed Polish coalfields provided crippling opposition. Unemployment was rife, and the Rhondda became a byword. There were no light industries to take the place of coal and steel, and in the '20's and '30's this became the most distressed of Distressed Areas. It was in the late '30's that the Treforest Trading Estate came into being, the first experiment of any consequence to give a true balance to the industrial activities of the area. South Wales welcomed Treforest, and now the idea behind that plan is being carried a stage farther, and no fewer than 250 new factory schemes have been projected in the southern counties of the Principality. Forty are already in operation, many of them financed by the Government, and the plan is to provide 145,000 more jobs in South Wales than there were available in 1937. A considerable labour force is available, particularly in the Eastern, Western and Rhondda Valleys, and men disabled in the pits will get a high priority. On this page are shown just a few of the new light industrial plants in the area, including a metal toy works in Swansea, a nylon works near Pontypool, and a radio works at Merthyr, a town notorious before the war for its high rates and its low standard of living. How the scheme will work out only time can tell, but it is certain that South Wales will from now on be very much less at the mercy of booms and slumps which have in past decades been a cause of such misery in the valleys

A PLAIN VAN PASSES THROUGH LONDON'S TRAFFIC: With an armed guard of detectives the van took the bulk of the Crown Jewels back to the Wakefield Tower in the Tower of London. The jewels were removed to Windsor at the start of the war, and for the past two years they have been in the care of Garrard's, the Crown jewellers, in Grafton Street. The jewels, valued at £20,000,000, are now being displayed again in the Jewel House, and a day and night guard has been mounted over them. Their passage through three miles of London streets was made as inconspicuous as possible. The Regalia include St. Edward's Crown, made for Charles II, and the State Crown made in 1838 for Queen Victoria

THE CROWN JEWELS
RETURN TO THE TOWER IN A PLAIN VAN
And Other Recent Home News Events

SAFE AND SOUND WITHIN THE PRECINCTS OF THE TOWER: The Crown Jewels, in their plain van, but carefully guarded, arriving at their old home from their resting-place in Grafton Street, where they have been in the care of Garrard's

THE ROYAL WEAVER: Mr. Ronald Lamb at his loom at the Braintree factory, Essex, where he has been charged with the task of weaving Princess Elizabeth's bridal train. At this factory the tradition of fine hand-weaving has been handed down from the Huguenot immigrants of the seventeenth century, who first settled in Spitalfields and moved to Braintree in the nineteenth century. Warner's, the firm undertaking the work, now use power looms on a large scale, but hand looms still play a part in the work. Warner's were responsible for making the wedding gown for Queen Mary, satin for the train of the wedding dress of the Princess Royal, Countess of Harewood, and the Coronation robes of King Edward VII, King George V and King George VI. They were also responsible for the material of the Queen's dress, the Princesses' robes, and other fabrics for the Coronation of George VI in 1937

LONDON'S LORD MAYOR-ELECT: Sir Frederick Wells, who has been appointed to succeed Sir Bracewell Smith, accompanied by Lady Wells and their daughter as they left the House of Lords after being received by Lord Jowitt, the Lord Chancellor. The visit of the Lord Mayor-Elect coincided with the opening of the legal year and the churching of the judges, but Lord Jowitt was unable to hold the usual reception and breakfast at the House of Lords owing to the prevailing need for austerity. Sir Frederick, who was Alderman and Sheriff in 1945-46, is a member of the Courts of the Haberdashers and Carmen, and a member of the Livery of Painters and Stainers. He is also the managing director of the Sanitas Company

"WILL YE NO COME BACK AGAIN?" The bride and bridegroom listen to the farewell of the islanders as they stand on the boat deck of the Clyde steamer "Glen Sannox," off Brodick Pier, Isle of Arran: The bride is Lady Jean Graham, twenty-six-year-old daughter of the Duke of Montrose, and the bridegroom thirty-seven-year-old John Fforde, Assistant Inspector-General, Palestine Police C.I.D. The wedding took place at Brodick Church, and afterwards there was a reception for 500 guests in the castle grounds

THE CHURCHES MOVE TOWARDS CLOSER UNION: Delegates from Denmark and Iceland, with observers from Norway, attended the International Churchmen's Conference at Chichester Theological College, to continue the exploration of ground toward the fuller unity among Christian churches. The Conference is a continuation of the work started in 1934 between the Church of England and Finland. The Bishop of Chichester (Dr. G. K. A. Bell) opened the Conference. Left to right, front row—The Rev. Jakob Johnsson (Iceland); the Very Rev. A. S. Duncan-Jones (Dean of Chichester); Dr. N. M. Plum (Bishop of Lolland-Falster, Denmark); Dr. R. G. Parsons (Bishop of Hereford); Dr. G. K. A. Bell (Bishop of Chichester); Pastor Schmidt; Dr. J. W. Hunkin (Bishop of Truro). Back row, left to right—The Rev. H. M. Waddams (Norway); Professor Sigurjoern Einarsson (Iceland); Dr. R. Prenstor (Professor of the University of Aarhus, Denmark); Canon Alan Richardson; Dr. P. Brodersen (Dean of Copenhagen); Mr. J. Stevenson (Scottish Episcopal Church); and the Rev. J. P. Thornton-Duesbury

THE COLOUR PARTY COMES ASHORE: The 100-year-old Colours of the 1st Battalion the Queen's Royal Regiment, preceded by a band of the Royal Marines as they were taken from the Fleet carrier H.M.S. "Glory" and borne along the quayside at Plymouth. H.M.S. *Glory*, the last ship in the Royal Navy to come to her home port from a war station, brought the colours from Singapore. At a subsequent ceremony the colours were officially received by General Sir George Giffard, the Colonel of the Queen's Royal Regiment. H.M.S. *Glory*, which is seen alongside the quay in the background of this picture, brought with her a cargo of food gifts from Australia

SEARCHING FOR ROMAN REMAINS IN THE ESTUARY OF THE BLACKWATER: Boys from Maldon Secondary School at work uncovering timbers in Goldhanger Creek. They are helping Mr. Crawshay Frost, a well-known local archæologist, to expose what Mr. Frost believes are the remains of a Roman pier. The remains are in the centre of the creek 150 yards from the sea wall. A British Museum expert is to give his views regarding the origin of the timbers

PART OF A RECORD CAR SHIPMENT TO ARGENTINA: A consignment of light touring cars lined up at the Royal Albert Docks, London, before being put aboard the Houlder Line motor-vessel "Rippingham Grange." This shipment, destined for the Argentine market, was made up of 194 8-h.p. and 10-h.p. Morris cars, 56 Morris light vans and 54 Morris Commercial lorry chassis, and constituted the final instalment of the first £1,000,000 of purchases of Nuffield products made in the past eighteen months by Agar Cross of London and Buenos Aires, the exporters of the cars. The *Rippingham Grange* also carries another 100 motor-vehicles for the Argentine market. The only cars allowed to enter Argentina now are those for which import licences have been obtained

NORTH LONDON COULD BECOME ANOTHER KIRKUK: It is known there is oil there, and this hole is a preliminary to boring operations. The boring is being made at Gibbons Road Recreation Ground, Willesden, under the auspices of the Anglo-Iranian Oil Company. Preliminary work in a fenced-off acre of ground started in mid-October, and a 94-ft.-high derrick is now expected on the site. Tests made during the past weeks have indicated the presence of oil in the chalk and clay. Boring will determine whether it is available in any quantity. There have been at least two rumoured oil "strikes" in the Willesden district within the past twenty years. In both cases the oil was found in such very small quantities that it could not be developed commercially

WHEN THE DROUGHT CAME TO BAMFORD: This remarkable picture was taken recently when the Ladybower Reservoir, which supplies Pennine water to the counties of Leicester, Nottingham and Derby, and the city of Sheffield, had subsided to such a low level that parts of the village and church of Derwent (submerged in 1945) have reappeared. Many hundreds of people flocked to the area to see the strange, unexpected spectacle. The reservoir lies at the south of the Pennine Chain, which has been much in the news of late as a result of the recommendation by the Committee on Footpaths and Access, to the Countryside that the Pennine Way should be fully accessible to the public

WHERE THE VILLAGE OF DERWENT LIES SUBMERGED SAVE FOR THE STEEPLE OF ST. JAMES'S CHURCH: This is how the Ladybower Reservoir appeared until the recent drought, and as it will soon appear again when the rain-water from the southern Pennines has raised the level. The dam at Bamford was opened in 1945 by the King and Queen, and it forms the third and largest of the reservoirs created in recent years by the Derwent Valley Water Board. It covers an area of 40,000 acres

IN THE LAND OF THE PENNINE WAY

The Beauties of the North Country Uplands Which it is Recommended Should be Safeguarded for the People

TAN HILL HAS WON THE DAY: Several public houses have laid claim to being England's highest, but the Ordnance Survey confirms the title of this wind-swept Yorkshire inn which lies 1,732 ft. above sea-level. From these Pennine heights, beloved of walkers, there are views across Stainmore to the fells in Upper Teesdale. It lies west of Barnard Castle

A BEAUTY SPOT ON THE PENNINE WAY: Hardraw Force lies in the Yorkshire village of Hardraw, and, unless the visitor knows the secret approach, fourpence has to be paid at the Green Dragon for seeing this wonder of Wensleydale. Here the stream, which gathers its waters from Great Shunner Fell, plunges over a ledge of limestone into a rocky pool. The water has cut back the soft shales underlying the limestone, so that it is possible to walk behind the fall

The Pennine Way, the Pilgrim's Way, Offa's Dyke, the Thames towpath from Teddington to Cricklade, the ways from the Chilterns to the Devon coast, and from the South Downs to Salisbury Plain, are all beloved of walkers, and it is good to know that the Committee on Footpaths and Access to the Countryside, which was convened in 1946 at the request of the Minister of Town and Country Planning, has recommended that the public shall have a large measure of access in these regions. The Pennine Way has a great hold on the affections of North Country folk, and on these pages are shown some of the beauty spots in its immediate area. The Committee on Footpaths, regarding the legislation of the past half-century as inadequate, urges that all uncultivated land, whether mountain, moor, heath or down, cliff, beach or shore, should be available to the public and that it should be obligatory on planning authorities to designate all such land as access land. If this should come to pass, a very large area of the Pennines will be so designated and thus preserved for posterity. It is believed that Mr. Silkin, the Minister of Town and Country Planning, will be asked by a group of M.P.s to put the Committee's recommendation into statutory form, and that the matter will not be shelved, as indicated a few weeks ago

THE RUGGED BEAUTY OF HIGH FORCE—THE TEES RISES NEAR THE SUMMIT OF CROSS FELL, THE HIGHEST POINT IN THE PENNINE RANGE, AND AFTER FLOWING THROUGH A DESOLATE WASTE OF MOORLAND, THE PEAT-STAINED WATERS MAKE A 70-FT. DROP BETWEEN THE ROCK BASTIONS OF HIGH FORCE: When the Tees is in spate it surges over the rocks in the foreground on the right, where members of a walking party are gathered. High Force lies to the north-west of Middleton-in-Teesdale, and is regarded by the most enthusiastic walkers as the cream of the Pennine country

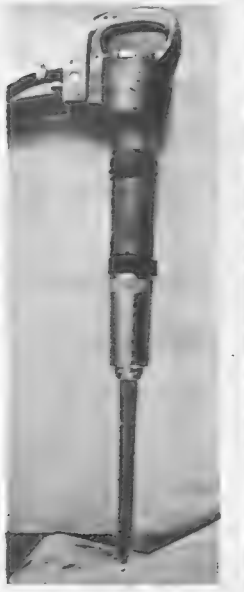
THE GENTLER CHARM OF SWALEDALE—FROM HARDRAW THE PENNINE WAY CLIMBS GREAT SHUNNER FELL AND THEN DESCENDS TO THE HAMLET OF THWAITE, WHICH IS SEEN AMID THE TREES IN THE MIDDLE DISTANCE: The valley of the Swale is in marked contrast to the rugged country round High Force, which lies some 30 miles to the north, and both have their particular adherents among walkers. In Swaledale, generations of farmers, the descendants of Norsemen, have fought against heather and bracken and cultivated their fields on the steep fell sides. It is among the most stubborn farming land in Britain

LEAVE IT TO THE MACHINE

Mechanisation in Canada, America and Great Britain

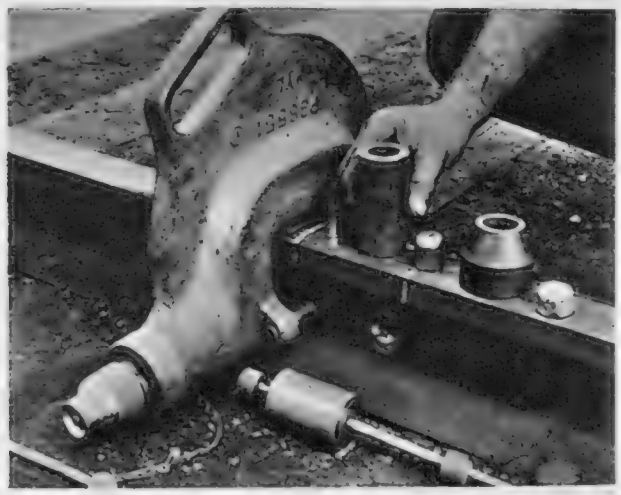
Road-laying has become a very much simpler and quicker process since the introduction of the Barber-Greene Finisher. This machine was used to lay airfield runways, during the war, and one such machine could lay 300 yards of a 12-ft. strip in two hours. The Barber-Greene Finisher was built in this country for the Neuchatel Asphalte Company at a cost of approximately £3,000, and can lay a road at from 8 ft. to 44 ft. per minute, according to width and thickness of the surface. Thickness can be varied from a ¼-in. to 6 ins. Asphalte material is fed into the large hopper from lorries while the machine is moving on its crawler track. The "carpet" is laid irrespective of inequalities in the surface, spreading the material uniformly and compacting it to uniform density. The machine moves at a slow walking pace and does its work at least twice as fast as men doing the same job. Ministry of Works officials and representatives of local authorities from all over the country watched the work in progress when the machine was used for the first time in London on Constitution Hill and Hyde Park Corner

"POURING OUT" THE NEW ROAD SURFACE IN CONSTITUTION HILL, WHERE THE ROAD IS BEING RELAID FROM THE MALL TO HYDE PARK CORNER: First used on airfields during the war, this latest road-laying machine, known as the Barber-Greene Finisher, can lay roads at speeds of 8 ft. to 44 ft. per minute, varying according to the width and thickness of the "carpet"

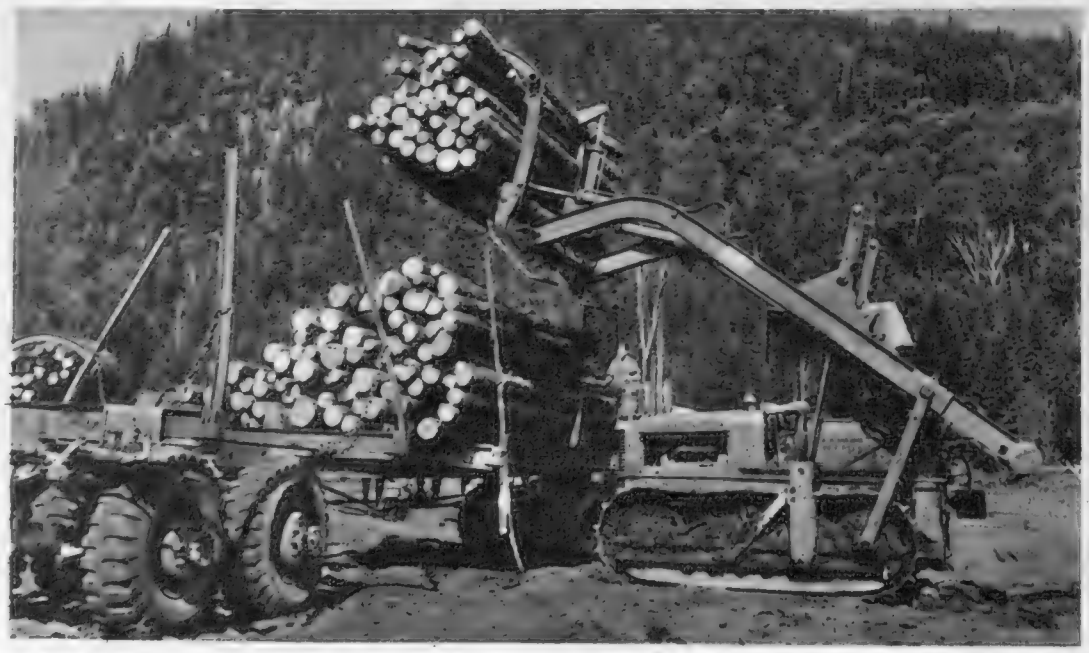


A NEW BRITISH-DESIGNED PICK FOR USE IN THE MINES: Water is forced through jets in the barrel of the pick and directed at the coal-face so as to lay the dust, chief cause of the miners' lung troubles

An ingenious new type of mechanical drill has been designed by Holman Brothers of Camborne, in Cornwall, a firm which has been making pit machinery since the beginning of the last century. The pick works on the principle of the pneumatic hammer, the point being forced in and out by hydraulic pressure. The special feature is incorporated in the part of the body of the pick immediately behind the blade. Six small holes or jets spray water direct at the working point of the pick, the flow of water being synchronised with the working of the pick and controllable by a trigger in the handle. The idea is that the spray of water will lay the dust, which is a constant menace to the health of miners. Most miners in some degree suffer from inflammation of the lungs, due to working in the dust-laden air, and it may be that this new "wet" pick can play a valuable part towards prevention of silicosis, the dread disease of all miners.



A VELOCITY POWER RAIL PUNCH WHICH FIRES A DIE THROUGH A HALF-INCH STEEL RAIL: *Left*—A Ford Motor Company railroad worker, at Dearborn, Michigan, fires the cartridge with a single tap. *Right*—The apparatus set out with the punch itself on the left, and (left to right), the cartridge (slightly larger than a .45), the barrel, the die, the breech and the piece of steel that the die stamps out. In the foreground is the ramrod with which the barrel can be cleaned out with hand-generated air pressure. A single tap with the hammer can fire the shell through a half-inch steel rail



CANADA'S GREAT DRIVE TO END THE PAPER SHORTAGE: The logs are being mechanically loaded on to trucks and carried to chutes for transference to the St. Maurice River in Quebec Province on the first stage of their journey to Lake Tuque and the wood-pulp mills

On left—Shortage of paper in this country is primarily due to dollar shortage. But America, too, needs more paper and recently a New York firm wrote to the London *Evening Standard* to say, "We are in a position to pay you attractive prices for any tonnage of newsprint you are in a position to supply." Before the war Esthonia, Latvia and Lithuania exported pulp and pulp products, and nearly half of the pulp-producing territory of Finland has been ceded to Russia. Canada has thus become the principal exporter of pulp and a great drive for increased production is under way. Twelve million logs have gone down the St. Maurice River into Lake Tuque in Quebec Province. The picture on the left shows the first stage, after felling, when they are loaded on to trucks to be taken down to the river. The use of wood-pulp in paper-making was first discussed in the early part of the nineteenth century

A DIVING-BELL FOR SUBMARINE RESCUE

The United States Navy Tries Out Its New Equipment

THE NEW DIVING-BELL PERFECTED FOR SUBMARINE RESCUE VESSELS OF THE UNITED STATES NAVY : This bell for effecting the rescue of men trapped below the water is seen during recent test salvage operations off Rhode Island. It is being put into the water from the rescue vessel *Petrel*, prior to being lowered to a submarine parked on the ocean-bed

COMPLETING THE RETURN TRIP FROM RESCUE VESSEL TO SUBMARINE AND BACK TO RESCUE VESSEL : Rear-Admiral James Fife, commander of the Submarine Flotilla, Atlantic Fleet, of the United States Navy, looking down into the submarine from the diving-bell in which he had just made a test descent from the submarine rescue vessel *Petrel*. A few moments after this picture was taken the intervening hatches were closed and the bell surfaced. This test operation went off without a hitch, clearly showing the efficiency of the new apparatus

THE DIVER CONTROLS THE OPERATION : When the submarine rescue diving-bell is lowered from the rescue ship "Petrel" this diver supervises the attachment of the bell to the hatch of the sunken submarine. The toe-caps of his diving boots are heavily weighted. He is held by a strong wire hauser

THE ADMIRAL COMPLETES HIS ROUND TRIP : Rear-Admiral James Fife, commander of the Submarine Flotilla of the United States Atlantic Fleet, emerging from the diving-bell after paying a trip to a submarine simulating a sunken condition during the test salvage operation

A long series of naval disasters, culminating in the *Thetis* tragedy just before the Second World War, has led naval architects to concentrate upon the problems of underwater rescue. In Britain the Davis escape apparatus has been perfected, and on many an occasion has saved lives, and in the United States special attention has been paid to the development of submarine diving-bells. At the moment the United States Fleets have ten submarine rescue vessels, and they are all fitted with heavy air-compressors and diving-bells. The latest of these bells has been tried out in the *Petrel*, a vessel of 1,780 tons, and, as the pictures on this page show, it was used by Rear-Admiral Fife to make a return trip to a submarine lying on the sea-bed off Rhode Island. Details of the capacity of this diving-bell are not as yet available

IN EUROPE, ONLY "GIB" IS NOT OUT-OF-BOUNDS

Some Travel Alternatives Following the Closing of the Door to European Travel

By CHARLES GRAVES

THE ban on holiday travel to the non-sterling areas, which includes the whole Continent—with one exception—has come as a tremendous blow not only to the public, but, of course, to the travel agencies. True, it is rumoured in Switzerland that before these words appear in print Dr. Dalton may reveal an arrangement between the Swiss Government and the Treasury, whereby the British will be allowed £40 to spend in Switzerland during the winter season. It is also rumoured that if the French, Belgian, Dutch and Italian Governments allow their nationals up to £30 apiece to spend in England (as opposed to a £5 note or so), similar concessions will be granted to British holiday-makers in those countries.

In the meantime, the Continent is out of bounds to holiday-makers with the exception of Gibraltar. Malta and Cyprus, being islands, are naturally not part of the Continent, but they, too, are in the sterling area and can provide sunshine, good food, good drink and comfortable hotels without the disapproval of the Treasury. Gibraltar is the most accessible. You can leave an aerodrome near London at 9 a.m. and get there at 5 p.m. on the same day, having touched down at Bordeaux and Madrid en route. The aircraft are Vikings operated by British European Airways, and there is no real queueing-up for them so far.

The chief hotel at Gibraltar is the Rock, from which you can look right across the harbour to the mountains of Spain. The price is 35s. a day all in, with bedroom and private bathroom. The fare is ample, the Spanish servants are excellent, there is dancing as well as an attractive terrace, a bar and prospects of a very gay Christmas. Gibraltar provides two or three good cabarets, tennis, squash rackets and sailing. The Calpe Hunt has wound up. Nor is there a golf course, but the climate is delightful, something like May in England. The harbour is full of ships, many of them Russian vessels coaling there on their way from the Russian Zone in Germany with shiploads of reparations. The British Navy, of course, is much in evidence as well. It is possible to spend sixteen days there, flying both ways, for £80 17s. 6d. You can take 44 lbs. of luggage free. Your transport by motor-car from airport to hotel and back is included in the charges, together with all tips. Excess luggage is not unduly expensive. This is just as well, because many English visitors finding that there is no rationing and no queueing, will be inclined to spend quite a few pounds in the shops. There are, of course, other hotels besides the Rock Hotel. . . .

Malta can be reached by British Overseas Airways Corporation or charter companies in something under seven hours from London—less than it takes to go to Harlech in North Wales by train. In a fortnight's time the latest hotel in the whole world will open in Malta. This is the Phœnicia, which has a French manager, an Italian restaurant manager, an English housekeeper and a French chef. The price is £2 a day. If you want an inclusive fee for a holiday there, the cost of a fortnight, including the cost of flying both ways, is £109 5s., £18 more than the Hotel Osborne. Malta promises abundant sunshine, any number of clubs, dancing, golf, tennis, fishing and dozens of bars. The Opera House is out of commission as a result of the siege, but there are two or three excellent cinemas. If you don't want to go by air, it is now possible to travel overland to Naples and then pick up a ship from there.

The Governor of Malta, a former Socialist M.P., says that he is most keen for the George Cross Island to increase its tourist business, realises the value of English visitors to the Island, and adds that he will do everything to give his official support to encourage British visitors. As in Gibraltar, the shops are full of goods, free of coupons and at reasonable prices. Lovely lace, mats, carpets and table linen are among the local specialities which will cause many British visitors to pay excess luggage on their return. The town, like London, has been tidied up since the blitz, though, naturally, there are many gaps where fine houses once stood.

Cyprus is farther away, but if the proving flight by a Viking quite recently is the forerunner, as expected, of regular air services, it will be remarkably accessible. On the proving flight the Viking left Northolt at 6 a.m. and, after an hour's stop at Marseilles and Rome, arrived in Athens at teatime. Here the passengers stayed the night at my old favourite, the Grande Bretagne. Next morning they flew to Cyprus in under three hours.

Another way of reaching Cyprus is to go to Marseilles and then take a Greek steamer, which stops en route at Genoa and the Piræus. The fare is paid in sterling in London. The charm of Cyprus is that living is so reasonable—18s. a day, all in, at a good-class hotel is very much less than what Blackpool costs. The resorts are Famagusta, Kyrenia and Platres. The latter is 4,000 ft. up and most attractive, by all accounts. The King George Hotel at Famagusta is right on the seashore, with a pleasant terrace and an excellent bar. The manager and his wife are English. The Savoy is a good hotel, though in the centre of the town. The Dome, at Kyrenia, has a delightful semi-circular bar with the sea almost lapping over its edge.

If you want winter sports there is Troodos, with the Mount Olympus Hotel at 5,000 ft. This is built rather like a log cabin. Last year the Palestine Ski Club went there and thoroughly enjoyed itself, though I gather that one needs to be a strong runner. There is any amount of rough shooting. Nicosia has a number of cabarets. There are plenty of motor-cars for hire at a reasonable price. In this connection, a friend of mine motored all round the island without once setting eyes on any of the Jewish encampments. It appears that you have literally to go out of your way to find them.

Lord Winster, the Governor of the Island, is most anxious, like his colleague at Malta, to encourage English visitors, and in a letter to the Chairman of Thomas Cook and Son, he writes:

"You have asked me for my personal opinion of Cyprus as a holiday centre, and it is with pleasure that I give it.

"After the tired years of wartime England the sunny beauty of this Mediterranean island was most grateful to me. Rarely have I known a country with so much to offer. Its bays and sandy beaches, its pine-forested mountains, its clear light airs, and the deep blue of its warm, quiet seas, are all as welcoming as its friendly people. And everywhere, in the narrow streets of Nicosia, the quiet abbeys of the countryside, the Crusaders' castles on its hilltops, in Othello's Tower at Famagusta and the Temple of Venus at Paphos, one is moving through scenes associated with the most fascinating periods of Mediterranean history.

"For those who want a busy playtime, there is here no lack of activity; for those who seek quiet and beauty, Cyprus is a happy haven. As for the adventurous, I am assured that in January, February and March one can stub a toe or break a limb on the sunny slopes of Troodos quite as satisfactorily as anywhere in Switzerland."

There is no question of it being unpatriotic to spend one's money there. Famagusta is an ancient walled city with camels lumbering through mediæval gateways, quaint bazaars, Othello's Tower (the background of Shakespeare's tragedy), mosques and 360 churches. Kyrenia is a seaside resort with attractive scenery, cyprus trees, castles and the famous Bella Paise Abbey. The inclusive charges for a twenty-days' holiday, of which seventeen days are spent in Cyprus, are £145 if you go there and back by air.

Egypt is out of the sterling area.

So much for the Mediterranean.

Going to Bermuda and the West Indies is definitely expensive. The fare to Nassau in the Bahamas is £260 return if you go by a *Queen* to New York. On top of that there is the cost of your one night's stay in New York on £5. In Bermuda you can reckon on it costing about £5 a night. It was most unfortunate that the *Reina del Pacifico* had that explosion the other day, otherwise this Pacific Steam Navigation Company's ship would have taken holiday-makers direct to the West Indies. In December, however, there is a 2,500-ton vessel called the *Granton Glen* which is to take 100 passengers per voyage to Nassau. Apart from that, the British South American Lines are in the process of going to Bermuda, Nassau, Jamaica and Trinidad. The fare to Bermuda is £98 and to Nassau £120—single. The aircraft are Lancastrians, though Tudors are expected to be operating along this route in January.

Holidays in South Africa and Australia are almost impossible for people who do not wish to fly. Priority is, naturally, being given to emigrants rather than to holiday-makers. At the moment there is quite a demand, so I learn from the Overseas Traffic Manager of Thomas Cook and Son, for holidays in Kenya in general and Nairobi in particular. You get there by the British Overseas Airways Corporation Springbok Service. This is pretty heavily booked but not over-booked.

Sea voyages, as such, to places like Ceylon and back, the Canary Isles and back, Madeira and back, are practically out of the question, though it might be worth asking the Yeoward Lines whether they have any vacancies to the Canaries.

Nearer home, of course, there are the Irish Free State and Northern Ireland, but there is no need to emphasise the joys of living among the Irish, whether they are north or south of the border.

Nor is there any need to emphasise the delights of the Channel Isles. In spite of their partially French background, there is not the same feeling of being in a foreign country. Personally, if I had the time and opportunity, I would meditate for a long time on the rival charms of Cyprus, Malta and Gibraltar, probably ending up in Malta.

TWO WIDELY DIFFERING THANKSGIVINGS TAKE PLACE IN ITALY

THE TWENTY-THIRD ANNUAL CELEBRATION OF THE FESTIVAL OF THE GRAPES AT MARINO: One of the gaily illuminated streets of this town in the Alban Hills during the traditional distribution of wine following the harvest. For the occasion many of the citizens of Marino turned out in sixteenth-century costumes, and some rode on gaily caparisoned ponies

A REMINDER OF ITALY'S ONCE VAST AFRICAN DOMINION: Eritreans, wearing native costumes as they carried Giuseppe Brusasca, Italian Under-Secretary of Foreign Affairs, shoulder-high in the streets of Rome in the traditional autumn ceremony marking the end of the East African rains. For the occasion the Eritreans, citizens of Italy's former colony, appeared with spears and shields and in native garb. In Article 23 of the Peace Treaty Italy has renounced all right to Eritrea, and the final disposal of it will be determined by the Allied Powers. The Foreign Ministers' Deputies have been discussing the Italian Colonial questions at Lancaster House, London

OPERA AND BALLET

The Younger Generation of Four Well-remembered Stage Families

A BALLET IN A FILM: Moira Shearer, Robert Helpmann and Leonide Massine in "The Red Shoes" ballet in the film. Choreography of the ballet is by Helpmann; music by Brian Easdale

The Archers Film Productions Ltd.—which means Michael Powell and Emeric Pressburger—are producing *The Red Shoes*, a film with a ballet background, at Pinewood Studios when they are not on location in Monte Carlo, Nice or Paris or outside the Royal Opera House, Covent Garden. The film, written, produced and directed by Powell and Pressburger, is in Technicolor and has red-headed Moira Shearer of the Sadler's Wells Ballet for its star. The cast includes Massine, Helpmann, Anton Walbrook and Marius Goring

"SHOOTING" THE CORPS DE BALLET: Costumes and scenery are by Hein Heckroth, formerly of the Ballet Jooss

COSTUME SKETCH FOR "RIGOLETTO": James Bailey's design for Rigoletto in Act I of the opera which opens the autumn season of the Covent Garden Opera Company at the Royal Opera House next Friday. The young artist who has designed the costumes and scenery for *Rigoletto* is still in his early twenties, and he now has three important productions to his credit since Covent Garden reopened in February of last year. The decor for *Manon* and for the ballet *Giselle* were also his. *Rigoletto* was added to the company's repertory at the end of August, when they were playing in Glasgow. The producer is Julius Gellner; Rigoletto is sung by the Italian baritone Paolo Silveri; and Gilda by the Italian coloratura soprano Elda Ribetti. The cast also includes Edith Coates, David Franklin and Kenneth Neate

THE YOUNGER GENERATION: These four members of well-known theatrical families are in the New York production of "An Inspector Calls." Sir Cedric Hardwicke is producing J. B. Priestley's play in America. In his company are Frieda Inescourt (daughter of Elaine Inescourt), John Buckmaster (Gladys Cooper's son), Patricia Marmont (Percy Marmont's daughter) and John Merivale (son of the late Philip Merivale). Gladys Cooper's third marriage was to Philip Merivale, so that John Buckmaster and John Merivale have a family connection

REHEARSING FOR THE BALLET SCENE IN "FAUST": David Poole, Pauline Wadsworth, Anne Heaton and Donald Britton dance in the Sadler's Wells production of the opera. The Sadler's Wells Opera Company's first performance of Gounod's *Faust* since September 1940 was remarkable for its dramatic production by Dennis Arundell and for the singing of Marion Lowe as Marguerite, James Johnston as Faust, and Howell Glynne as Mephistophele

The World of Books—By VERNON FANE

THE SECRET OF NELSON'S POWER

Carola Oman's Important New Biography of the Greatest Sea Captain; The Story of Lady Sarah Lennox

NELSON, from the date of his death, has exercised a fascination over the minds of his countrymen. A great many books have been written about him, but the latest, by Miss Carola Oman, NELSON (Hodder and Stoughton. 2 guineas), has merits to which few of its predecessors can lay claim. To start with, Miss Oman has had access to, and has carefully edited, sources not previously available, or which were too deeply buried, and with patient, scholarly research has produced a work illuminated at unexpected moments by shafts of delicate satire.

The book is illustrated by some beautiful and little-known portraits, and should long remain a standard life of Nelson. In particular, however, Miss Oman is to be congratulated upon the achievement of two things which, to the best of my knowledge, all previous works on the greatest of sea-captains have failed to convey. First, she succeeds in showing that Nelson was indeed the master seaman; that his famous victories were not impromptu flashes, but the fruition of years of patient study. Not for nothing did Lord Hood, in 1782, advise Prince William Henry, then a midshipman, that if he wished for information on naval tactics he had better apply to Captain Nelson (then aged twenty-four). In every moment of his career when action was called for he was supreme master of the situation.

Nor, though she deals efficiently with her, does Miss Oman allow Lady Hamilton to overweight the book. Nelson's love-affair has its place, and no more.

But Miss Oman's second achievement is the greater, for she has succeeded, in a measure, in presenting to the reader the real mystery of Nelson that has made him so long the object of interest and attention. She allows the reader to see something of the flame that burned within him; that bound all to him with whom he came in contact, that brought him the devotion of every crew that ever sailed with him.

A fine biographical subject is LADY SARAH LENNOX (W. H. Allen. 10s. 6d.), by Edith Roelker Curtis. It is recorded that George II loved to romp with her as a girl and that George III wanted to marry her. Horace Walpole disliked her. Charles James Fox was her cousin. Court gossip said that she was jilted by her Royal suitor, and that she married a dull country squire on the rebound.

Sir Charles Bunbury, much preferring his horses to his attractive young wife, soon lost her affections, and she fell in love with Lord William Gordon, with whom she eloped and bore an illegitimate child. Such was the strength of her character that she survived the social ostracism which followed this, and her subsequent divorce, and eventually she married Colonel George Napier, to whom she was a loyal, loving and devoted wife; bore him eight children, and died at the age of eighty-two. Such a career as Lady Sarah Lennox's could only be possible in the century in which she lived.

Rivalling only *Gone With The Wind* in popularity in the U.S.A., THE FOXES OF HARROW, by Frank Yerby (Heinemann. 10s. 6d.), may easily be as much in demand on this side of the Atlantic, since Hollywood is now engaged in filming it in glorious Technicolor with all the trappings. Lest the discerning reader should be put off by the fanfare, let me say at once that the author has a real gift for narrative and characterisation of credible and dramatic situations.

It seems a pity that Miss Theodorea Benson should have given her new novel the title of THE UNDERTAKER'S WIFE (Gollancz. 8s. 6d.). Failing any other indication on the wrapper or elsewhere, I, for one, thought it was a detective story, whereas it is nothing of the sort.

It is, in fact, a well-constructed, well-written novel on a sociological theme in which Miss Benson evolves her characters through a decade of social readjustments and upon which impinges the conflicts and restraints, both of religion and of shifting social values.

Translated from the French by Hugh Shelley, A SECOND GRISELDA (Wingate. 8s. 6d.) is a novel by Clara Malraux, the wife of André Malraux. It is a story, written in diary form, by a young girl brought up in Indo-China who, because she loved one man, became the mistress of another. Her lover is a queer fish; an ophthalmic surgeon, addicted to opium, with a keen, dry, intellectual attitude to life. There is a skilful mixing of biological urges, metaphysical disputation and feminine waywardness in this slight tale. I can quite understand why it has been such a success in France.

SOME OF THE LESSER GEORGIAN HOMES OF BATH: *Left*—**The Park Street vista, and** (*right*) **George Street, Bathwick Hill. The illustrations are from Bryan Little's important new book, "The Building of Bath" (Collins. 15s.)**

AN UNTOUCHED FRONTAGE IN ARGYLE STREET, BATH: Another illustration from Bryan Little's book, "The Building of Bath." It is an up-to-date and well-illustrated presentation of the Bath that has come down through almost 1,900 years as one of Britain's greatest treasures

BOOKS IN BRIEF

MY BOYHOOD IN A PARSONAGE (Heinemann. 12s. 6d.), by Thomas W. Lamont. Some brief sketches of American life by the man who will always be remembered for his gift to Canterbury.

ADVENTURES OF THE MIND (Sampson Low. 18s.), by Arturo Castiglioni. This book traces the history of magic and suggestion from primitive man to the present day.

PREHISTORIC BRITAIN (Chatto and Windus. 15s.), by Jacquett and Christopher Hawkes. A treatise covering the period from the Palæolithic Age to Roman Britain.

WUTHERING HEIGHTS (The Saturn Press. 8s. 6d.), by Emily Brontë. This is the first of the Saturn reprints, and will be widely welcomed.

THE PILGRIM'S PROGRESS (Faber and Faber. 12s. 6d.), by John Bunyan. A reprint particularly distinguished by reason of illustrations by Edward Ardizzone.

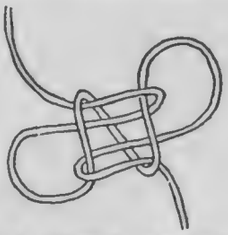
SOME OF THE KNOTS OF OLD-TIME MARINERS: Blackjacks, or life-preservers, cat-o'-nine-tails, and other elaborate examples illustrated in "The Ashley Book of Knots," which is reviewed on this page

ASHLEY on KNOTS

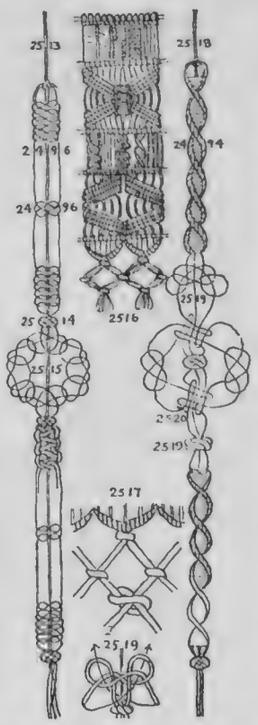
A Mammoth Illustrated Book on Who Uses Them, Where They Come From, and How to Tie Them

From the common granny knot, which all of us can tie with speed and certainty, to the Cul de Porc avec Tête de Mort, sometimes known as the Skull Pigtail, a knot that comes under the heading of multi-strand stoppers, is a far cry in point of technicality, but, even so, few may credit the fact that between these extremes there are over 3,900 other knots of varying degrees of complication. In THE ASHLEY BOOK OF KNOTS (Faber and Faber. 52s. 6d.), by Clifford W. Ashley, a work of over 600 pages and profuse in illustration, the author has included almost everything there is to know about the subject. Precisely named and classified, Mr. Ashley takes each knot in turn. He tells us when it appeared on the scene, something about its history, for what it is useful, and, finally, how to tie it. Mr. Ashley is a model of patience, guiding the hand of the tyro with word and picture. In fact, armed with a few strands of cord and rope and this book, anyone so inclined can enter on a new world of adventure, and every hospital library in the land should most certainly have a copy, for here, indeed, is a supreme answer to ennui.

Sailors have, of course, been the greatest experimenters with cord and rope, but they have no monopoly on the art, and Mr. Ashley describes knots used in over ninety other occupations. These range alphabetically from archer to yachtsman, and æsthetically from florist to hangman, and the forty-one chapters include knots classed under such general types as hooks, beckets and toggles, the noose, and tricks and puzzles, and even some valuable instruction on how to tie a bow tie. Demobilised ex-Servicemen who have lost the gentle art should certainly turn to page 384, and they will be rewarded with a full set of diagrams, while the flamboyantly inclined may like to learn how to knot the Windsor, a tie, we are assured, that "has been worn with Eton collars by the young and has been affected by poets and students of the Latin Quarter." For the horsey male there are the Ascot and the "Four-in-Hand," while the stock, tied en Cascade, middled at the throat and crossing at the nape, is elegance epitomised. A few pages later on, Mr. Ashley becomes positively playful as he describes the simplicities of La Garotte. All you have to do, it seems, is to take a bight round about the victim's neck, cross the cord in front, and, after a few more secret manœuvres, "pull snappily on the front bight." The audience will think that the victim's head is severed, but Mr. Ashley gives his personal assurance that it will not fall off. Here, indeed, is a feast of fun for the modern parlour magician; but after these brief diversions the author enters upon the more advanced phases of his monumental work, introducing the reader to the mysteries of long and short splices, of chain and crown sinnets, of plat sinnets, of solid sinnets, and practical and decorative marlinspike seamanship. By page 592 the reader reaches the end of this masterly treatise. The author promises us another book, concluding with the words that "there are still old knots unrecorded," and he then plunges into a bibliography and a glossary, introducing us to the mysteries of Raking Turns, Gouty Ends, Grinds, Gripes, Hondas and Hagsteeth. It is all very entertaining and most instructive, and many another technical writer would do well to adopt Mr. Ashley's engaging manner. He has the secret of passing on his own deep enthusiasm, and of never for a moment allowing his absorption to make him wearisome.



AN EXAMPLE OF THE SINGLE-CORD LANYARD KNOT: 7,000 drawings of this type are used by Mr. Ashley in his monumental treatise



THE ART OF SQUARE KNOTTING: Some examples of an art which originated in Arabia, where it was called macraine, or fringe-work, and became known in Italy at the time of the Crusades. In later times American and British sailors have specialised in square knotting

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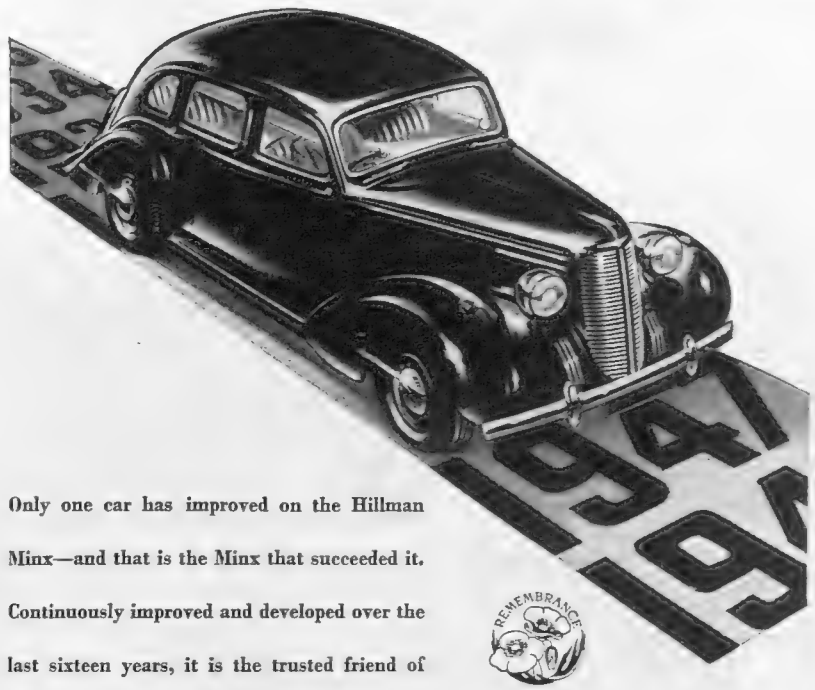

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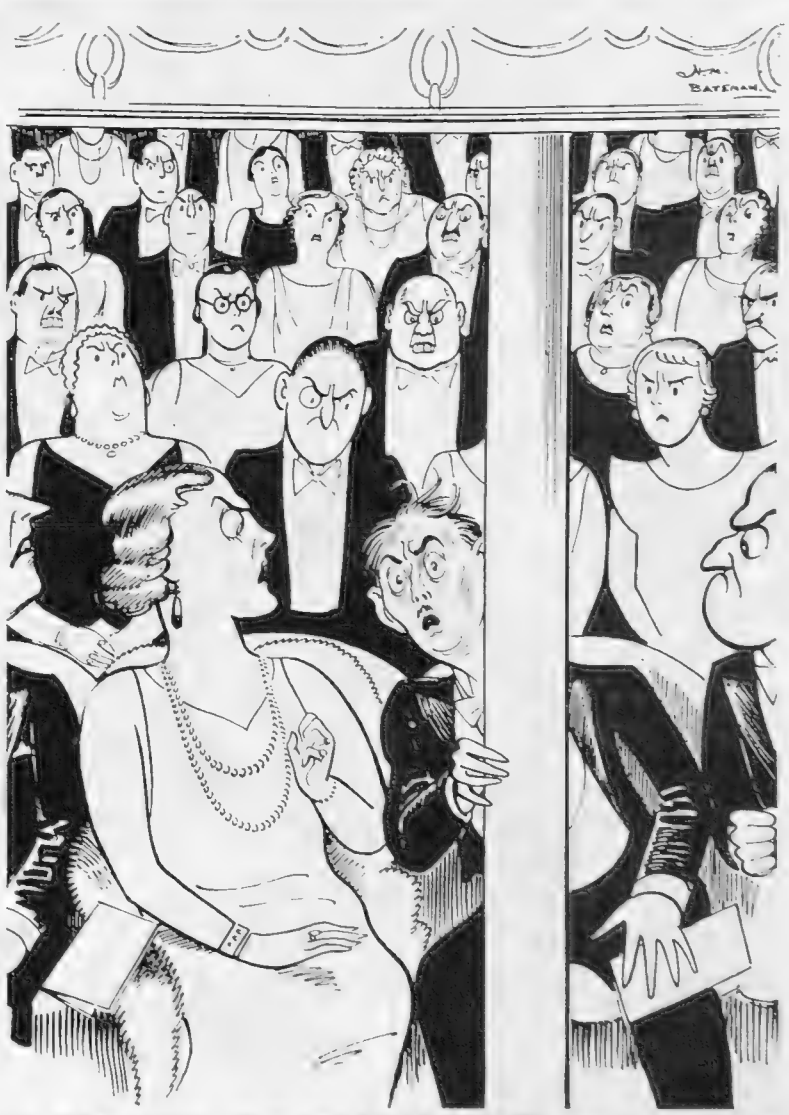

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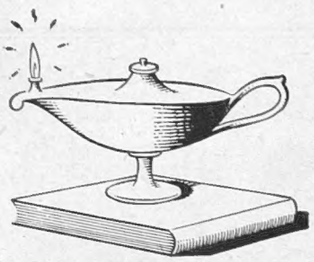

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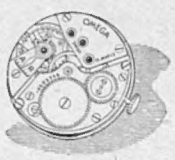

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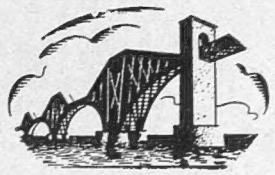

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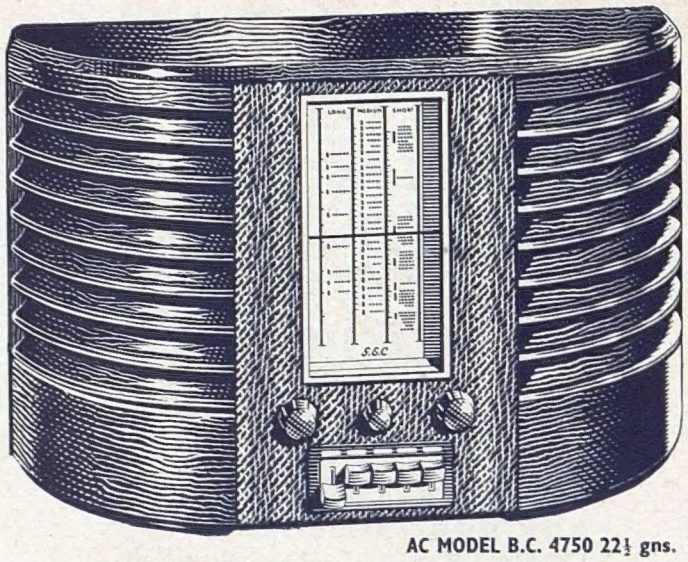

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